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The China Mail

ESTABLISHED 1845

No. 27,186

HONG KONG, THURSDAY, MAY 23, 1929. PRICE \$3.00 Per Month.

ARSENAL GOES OVER

GREAT UNEASINESS IN CANTON

FATSHAN RETAKEN

Both Sides Tired After Two Days' Fighting

POSITION IN WAICHOW

The Canton correspondent of the "China Mail" reports that the Arsenal went over to Kwangsi on Tuesday afternoon. It was expected that there would be a fight for the Arsenal and foreigners were warned against leaving Shameen for Tungshan to play golf as fighting was anticipated at any moment. Up to the present, however, nothing has materialised, though there is great uneasiness in the City and a certain number of shops have closed their doors.

SIX TRANSPORTS EXPECTED

Our Canton correspondent adds that the Government has commanded a great many of the local buses for transport and there has been continual activity during the past days shifting troops from the Shekung front towards Fatshan.

Coin Shipped to Hong Kong

The Kwangtung Party have shipped \$2,000,000 in silver coins to Hong Kong during the past two days. The consequent scarcity of silver coins on the market had had the result of depreciating them from 138 to 128.

Kwangsi Reverse

[From Our Own Correspondent]

Canton, Yesterday. The Kwangtung troops yesterday defeated the Kwangsi troops on this side of Fatshan, taking prisoner 3,400. They also, after some further fighting, re-took Fatshan, the Kwangsi forces retreating a few miles up the line from Fatshan.

Samshui Cut Off

Samshui is still in the hands of the Kwangtung troops, the Kwangsi army having made a detour to capture Fatshan. Samshui is, therefore, cut off from Canton, and foreigners there have found it difficult to procure food-stuffs. Mrs. Maas, the wife of the Commissioner of Customs in Samshui, with her two children and her sister, Miss Fowler, came by boat to Canton three days previously on account of the uncertain situation and the inconvenience of lack of provisions.

Evacuation Expected

The Canton military authorities deny that Waichow, on the East River front, has again fallen into the hands of the militarists opposing Marshal Chiang Kai-shek. According to a report from a pro-Kwangsi source, Brigadier Li Mu-chi, formerly of the Cantonese Army, has again occupied Waichow and is proceeding down to Shekung to prevent the passage of Chan Tsai-long's main force upon the expected evacuation of the Cantonese Army from Canton.

The Canton authorities are assuring the populace that six army transports of Nanking troops are expected at Canton presently, and there will be no danger of the invasion of Kwangsi forces.

An Unconfirmed Report

Authorities at Fatshan are ordering all shops recently closed in anticipation of the arrival of Kwangsi troops to reopen. Many shops are said to be unwilling to resume business, fearing another approach of the enemy. Up to the time of writing, the report of Fatshan again falling into the hands of Kwangsi has not been confirmed.

Canton Confident

Canton, Later.

Anti-Chiang Kai-shek Kwangsi troops are again menacing Fatshan. The Canton military authorities still claim that they will be able to hold out against the enemy.

There was a lull in the operations on the North River sector, both sides being tired of fighting, after the struggle of nearly two days (Monday and Tuesday).

Bank Suspends Payment

By order of Commissioner Fan Kie-mo, of the Kwangtung Bureau of Finance, the Central Bank of China in Canton has suspended payment and business.

All the funds belonging to the Canton Government will be handed over to the Government Treasury.

Outlook in North

From the viewpoint of observers, Kwangsi forces will have a hard time in regaining the places

EXTERMINATION AT HAND!

FENG'S MANIFESTO

COMMANDER OF "NATIONAL SALVATION FORCES"

"ILLEGAL NANKING GOVT."

Shanghai, To-day.

Marshal Feng Yu-hsiang has published a manifesto from Chong-chow dated May 20 announcing that he has been elected Commander-in-Chief of the National Salvation Forces and "Chiang Kai-shek's" extermination is now at hand.

Marshal Feng Yu-hsiang requests the neutrality of friendly Powers. He announces that the "Revolutionary Army" will not recognise the validity of any loan or contract or agreement for munitions and aeroplanes concluded with the "illegal Nanking Government."

He concludes by promising the protection of the lives and property of foreigners.

A War Council

General Ho Ying-ching flew in a sea plane from Hankow to Nanking in three hours this morning to participate in a war council.

In this connection it is understood that although the National forces have completed preparations, a punitive mandate against Marshal Feng will not be issued before June 1—after the burial of Dr. Sun Yat-sen.—Reuter.

A Peking Raid

Peking, Yesterday. Tang Song-chi has gone to Nanking in response to a summons from Marshal Chiang Kai-shek.

The local military authorities yesterday raided the Peking Municipal offices and arrested five Kuomintang officials, and seized radio equipment with which it is suspected they were communicating with Marshal Feng Yu-hsiang.

Yesterday evening a telegram was received from Nanking dismissing Mr. Ho Chi-kung, who is still taking refuge in the Legation quarter, from the post of Mayor.—Reuter.

Waiting to Advance

Hankow, Yesterday. There is very little activity locally, and owing to a censorship news from Honan is very difficult to obtain.

The Wu-Han troops have all taken position on the Han river and at Kinshan, and await only Nanking's order to advance.

It is learned that Marshal Feng has appointed different route commanders: thus

General Sun Liang-chen commands in East Honan and along the Lung-Hai railway, with his base at Kaifeng.

General Han Fu-chu commands in South Honan, and along the Kin-Han railway, with his base at Chengchow.

General Shih Yu-shan commands the Nanking Command, not necessarily Chiang:

Division Commander First Division Liu Chi

Second Division Koo Chuk-tung

Third Division Chen Kai-sing

(formerly under Chen Tai-chu)

Fourth Division Mao Pui-nan

Fifth Division Sung Sih-fai

Sixth Division Fang Chek

Seventh Division Wang Chang

Eighth Division Chu Shao-hang

Ninth Division Chiang Ting-wei

Tenth Division Fang Ying-ting

Eleventh Division Tsao Wen-shan

Twelfth Division Chin Han-tung

Thirteenth Division Sha Tao-yin

Strength under direct command of the Nanking Command, not

necessarily Chiang:

Division Commander

45th Division Fang Chin-wu

47th Division Chen Tao-yuen

49th Division Yin Ying-chi

First Independent Brigade

Chen Yao-hai

Other Units recently organised:

Division Commander

First Division (Provisional)

Chang Ching

Second Division (Provisional)

Lo Hsing-ping

Feng Yu-hsiang

Division Commander

20th Division Han Fu-chu

21st Division Liang Kan-ying

22nd Division Ching Hsin-ming

23rd Division Wei Fung-lao

24th Division Sia Yao-san

25th Division Chang Chia-chung

26th Division Yang Chin-lai

27th Division Chang Wei-sha

28th Division Sun Chia-yen

29th Division Ching Hsin-yen

30th Division Jie Hsing-chang

31st Division Sun Lin-chung

Other Provincial Army:

Division Commander

14th Division Liao Ping-fang

17th Division Wa Hsung-kwei

18th Division Cheng Yo-shan

19th Division Wen Shin-chai

20th Division Lin Mao-yin

21st Division Yang Fu-cheng

22nd Division Ma Hsing-peng

23rd Division Mu Chia-chen

24th Division Ma Lin

First Mixed Brigade

Mun Chi-chang

Second Mixed Brigade

Yen Sih-jen

Third Mixed Brigade

Chao Ching-chen

Fourth Mixed Brigade

Li Lin

Fifth Mixed Brigade

Fei Chin-chun

RIVAL STRENGTHS

List of Commanders of Divisions

In view of the conflict between Marshals Chiang Kai-shek and Feng Yu-hsiang, a review of their respective strength may be of interest.

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FOR SALE.

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WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

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14, D'Aguilar Street.

TERMS VERY MODERATE
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PUBLIC AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction
to be held on MONDAY, the
27th day of May, 1929, at
8 p.m., at the Offices of the
Public Works Department, by
Order of His Excellency the Governor,
of one Lot of Crown Land
at Prince Edward Road,
Kowloon City, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal
of a Crown Rent to be fixed by the
Surveyor of His Majesty the King,
for one further term of 24 years
less three days.

PARTICULARS OF THE LOT.

No. of Sale Lot No.	Boundary Measurements ft. ft. ft.	Contents in Sq. Yds.	Annual Rent per Year £	Upset Price	
				N.	S.
New London Lot No. 1	100ft. 0in. x 100ft. 10in. (Opposite Kowloon Boundary Road, Kowloon City, Shing Tin and Maple Street).	about	11,050	80	25,000

NOTICES.

G. R.
NOTICE.

THE UNDERSIGNED is prepared to consider offers to purchase the following properties:—Section C of Marine Lot 243 (Nos. 5 and 6, Praya, Kennedy Town, Godowns). Kowloon Marine Lot 55 (shipyard). Sections A & B and the Remaining Portion of Shaukiwan Inland Lot 490. (Ten Chinese shops and dwellings). Section C and the Remaining Portion of Section B of Inland Lot No. 1342 (No. 1 Sharp Street West).

Sub-section 1 of Section A of Shaukiwan Inland Lot 482 (Nos. 219-227, odd Nos., Main Street, Shaukiwan West).

Particulars may be obtained on application at the Treasury, or to the Crown Solicitor at the Courts of Justice.

C. McL. MESSER,
Colonial Treasurer.
Hong Kong, 21st May, 1929.

PUBLIC NOTICE.
PLAYING FIELDS COMMITTEE.

IT IS HEREBY NOTIFIED that the PLAYING FIELDS COMMITTEE is desirous of obtaining the views of as many interested persons and associations as possible, and those who have any suggestions or representations to make regarding the present and future provision of playing fields in the Colony are invited to forward them early to Mr. T. Megarry, Secretary to the Committee, at the Colonial Secretariat.

Anyone wishing to support his written representations by oral evidence before the Committee is requested to inform the Secretary accordingly.

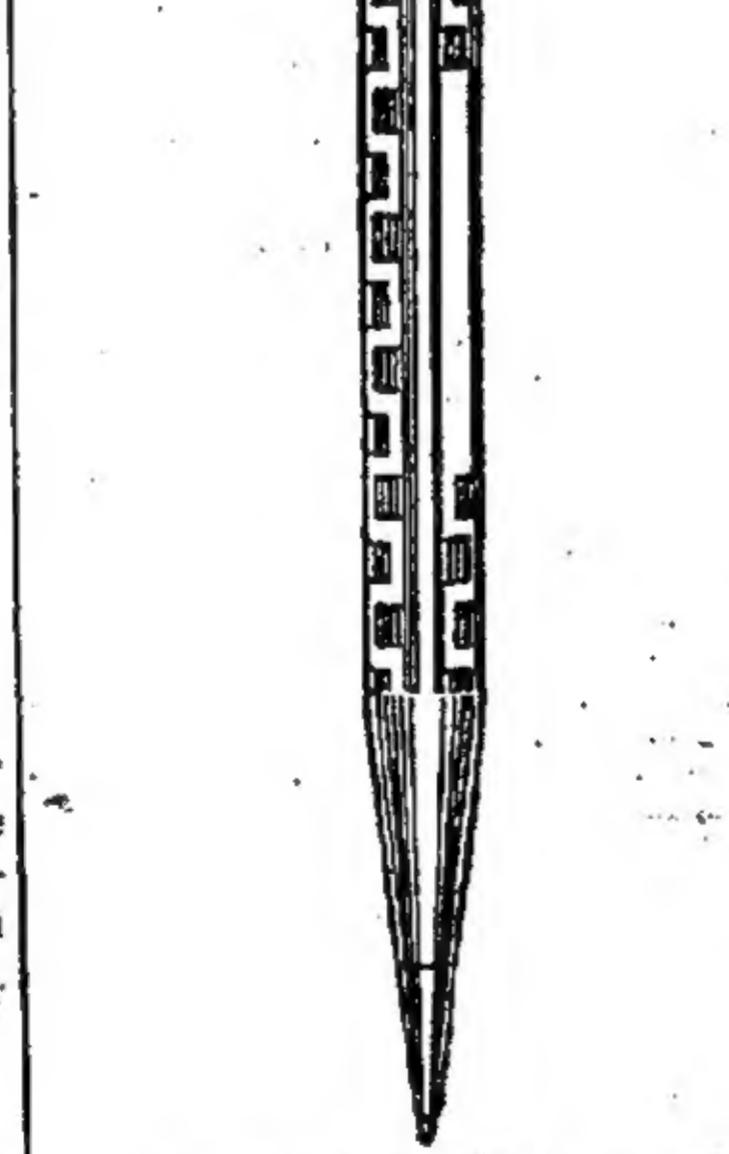
Hong Kong, 22nd May, 1929.

PARTICULARS OF THE LOT.

No. of Sale Lot No.	Boundary Measurements ft. ft. ft.	Contents in Sq. Yds.	Annual Rent per Year £	Upset Price	
				N.	S.
Kowloon Lot No. 1	100ft. 0in. x 100ft. 10in. (Opposite Kowloon Boundary Road, Kowloon City, Shing Tin and Maple Street).	about	11,050	80	25,000

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Middle Level \$21.00 "

Central Office \$20.00 "

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The above prices include delivery charges to destination.

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ON 350 METRES

The following programme will be broadcast to-day from Government Broadcast Station Z.B.W. on 350 metres.

5.30-6.30 p.m.—Programme of Chinese music.

7.45 p.m.—Evening weather report.

8 p.m.—Evening programme of Chinese music relayed from the Roof Garden of the Sincere Co., Ltd.

10.30 p.m.—Close down.

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GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

PASSAGE RATES.

BRINDISI, VENICE & TRIESTE \$75.00.
NEXT SAILINGS.OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.S.S. "VENEZIA" Sails on or about 25th May.
S.S. "NIPPON" Sails on or about 11th June.
S.S. "TIMAVO" Sails on or about 27th June.
M.V. "HIMALAJA" Sails on or about 9th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "ROSDRA" Sails on or about 29th May.
M.V. "ROMOLO" Sails on or about 7th June.
S.S. "FUME" Sails on or about 18th June.
S.S. "VENEZIA" Sails on or about 25th June.

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TATYO MARU Wednesday, 29th May.

TENYO MARU Wednesday, 12th June.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SHIZUOKA MARU Monday, 17th June.

YOKOHAMA MARU Monday, 1st July.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

KATORI MARU (Calls Lisbon) Saturday, 1st June.

ATSUTA MARU Saturday, 15th June.

SYDNEY & MELBOURNE via Manila & Poria.

TANGO MARU Wednesday, 26th June.

AKI MARU Wednesday, 24th July.

BOMBAY via Singapore, Penang, & Colombo.

† PENANG MARU Tuesday, 28th May.

SADO MARU Tuesday, 11th June.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

GINTO MARU Thursday, 30th May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU Friday, 7th June.

NEW YORK via PANAMA.

† ASUKA MARU Friday, 31st May.

LIVERPOOL via Port Said, Geneva, Marseilles.

DAKAR MARU Monday, 10th June.

CALCUTTA via Singapore, Penang & Rangoon.

† AKITA MARU Thursday, 30th May.

SHANGHAI, KOBE & YOKOHAMA.

† DURBAN MARU Thursday, 23rd May.

HAKONE MARU Monday, 27th May.

AWA MARU Friday, 31st May.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
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ANDES MARU Sunday, 9th June.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.

MANILA MARU Thursday, 27th June.

BOMBAY—Via Singapore & Colombo.

SHINNOH MARU (Calls at Karachi) Monday, 3rd June.

SUMATRA MARU Wednesday, 19th June.

DURBAN, LORENDO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
& MOMBASA—Via Singapore & Colombo.

CHICAGO MARU Friday, 31st May.

CALCUTTA—Via Singapore, Penang & Rangoon.

INDUS MARU Saturday, 1st June.

CELEBES MARU Tuesday, 18th June.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Shanghai.

ALABAMA MARU Monday, 10th June.

AFRICA MARU Tuesday, 18th June.

MELBOURNE—Via Manila, Brisbane & Sydney.

MADEIAS MARU Thursday, 6th June.

HAIPHONG—Via Hanoi & Pakhoi.

MANADO MARU Thursday, 6th June 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS.

TACOMA MARU Friday, 24th May.

ATLAS MARU Saturday, 8th June.

SOURABAYA MARU Sunday, 9th June.

KEELUNG—Via SWATOW & AMOY.

CANTON MARU Sunday, 26th May, 8 p.m.

HOZAN MARU Sunday, 2nd June 8 p.m.

FAKAO—Via SWATOW & AMOY.

SOURABAYA MARU Sunday, 9th June 8 p.m.

DELI MARU Thursday, 20th June Noon.

TAKAO & KEELUNG.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

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SHIPPING SECTION.



CANADIAN CANALS

A CENTURY OF
ENDEAVOUR

TRANSFERRING TRAFFIC

The present reconstruction of the Welland Canal will transfer a great deal of trade to Prescott, which it has been decided to make the Canadian terminus at the head of Lake Ontario.

Canal work in Canada date back to 1700, when an attempt was made to improve water communication above Montreal by cutting a small channel without locks and with a depth of only 18 inches, from Lachine to Montreal. This work failed, owing to financial difficulties, and though twice revived, it was abandoned completely some time after 1733.

The first locks actually constructed on the St. Lawrence were built by the Royal Engineers, for military purposes, round the lower and upper rapids between Lakes St. Louis and St. Pierre. These locks were 40 ft. long and 6 ft. wide, and with only 2½ ft. of water on the sills. First constructed in 1779-83, these locks were enlarged in 1801-02, to a length of 110 ft. width of 12 ft., and depth on sills of 4 ft. This depth being adopted at the time as standard, in 1821-25 the Lachine Canal was built by the Government. Almost immediately a standard depth of 9 ft. was proposed and adopted, and the Cornwall Canal, commenced in 1834, was built on these lines. By 1848, the Lachine Canal having been deepened, 9 ft. navigation was possible from Montreal up to Prescott on Lake Ontario. The locks were then 200 ft. long by 45 ft. wide.

Captain Cornelio Joaquin, formerly master of the s.s. "Nuestra Senora de la Paz" also of Genato and Company, crew brought her from Hong Kong.

The new ship will soon be put on the run between Manila, Romblon, Capiz and New Washington, sailing from this city every Saturday.

Welland Canal

The history of the Welland Canal takes one back to 1816, when the whole subject of inland navigation was re-reviewed by the Parliament of Upper Canada, and a Commission appointed which, in 1823, recommended the construction of a canal across the Niagara Peninsula, suitable for the class of vessel then in use on the lakes. This, of course, was a much larger project than the canals between Montreal and Lake Ontario, owing to the much greater difference of levels involved.

The first enterprise following upon this was an undertaking by a private company, which, however, met with relatively little success. The route chosen, after the abandonment of a preliminary project to build a combined rail and canal route, ran from Port Dalhousie to Port Robinson, where locks connected with Chippawa Creek which was utilized for the lower 8½ miles of its course, before it joined the Niagara River about 2 miles above the Welland, and cutting new channels onward, all this latter work being on the alignment which followed practically by the canal now in use. In this form the canal was 27½ miles long, and also the raising of the level of the canal, but co-incidentally diminishing the depth of the Deep Cut. This scheme was completed by November 30, 1829, when date two schooners passed through the waterway from Lake Ontario to Lake Erie. This waterway was used by vessels of 7½ ft. draught. In 1831, power was obtained, and a Government contract issued, to complete the canal to Port Colborne on Lake Erie, by enlarging the feeder for about 5 miles, i.e., the Welland, and cutting new channels onward, all this latter work being on the alignment which followed practically by the canal now in use. In this form the canal was 27½ miles long. It was opened in 1833. The canal had 40 wooden locks, all 110 ft. long, 22 ft. wide and with 8 ft. depth of water on the sills, except the first three at Port Dalhousie, which were 130 ft. by 32 ft., and the one at Port Colborne which was 125 ft. by 24 ft. The ruling bottom width was 24 ft. The feeder canal had a bottom width of 20 ft. and depth of 5 ft. only.

Capacity and Uniformity

It having become evident that the requirements of navigation called for larger capacity and greater uniformity as regards the St. Lawrence and Welland Canals, in 1870 the Government again took up the question as a whole, and a commission was appointed to report on the best means of bringing about improvement. It recommended a uniform system for the St. Lawrence and Welland routes, with locks 270 ft. long, 45 ft. wide and with 12 ft. of water on the sills. The latter figure was subsequently increased to 14 ft. Work on the third reconstruction of the Welland Canal, the line now commenced in 1873, and was completed for 12 ft. depth in 1881, water supplies being drawn from Lake Erie, and to 14 ft. depth in 1887. The third or present canal leaves Lake Ontario at Port Dalhousie, but the route chosen did not follow Two Mile Creek, but cutting through instead on a new line much to the east of the old canal as far as Allansburg, attacked the Niagara escarpment much more directly, the greater part of the rise being taken close to Thorold. The section of the old canal north of Allansburg went out of use in 1890. From Allansburg onwards, the old canal was widened and deepened—“Engineering.”

39 YEARS WITH ROYALTY

After an association with Royalty, over 39 years and a total railway service of 51 years, Mr. T. Townsend, attendant on the L.M.S. Royal trains, retired under the age limit recently. Mr. Townsend has actually accompanied H.M. the King on 210 journeys; in a period extending from 1895 he has travelled with their Majesties as the Duke and Duchess of York, Prince and Princess of Wales and the King and Queen successively. Mr. Townsend, in an interview, said that the recognition of his services by successive Royal Families H.M. the King, during the journey from Ballater to London, on October 9 and 10 last, presented him with the Royal Victoria Medal. The King expressed his regret that Mr. Townsend would be leaving the railway's service, and the Queen also expressed the hope he would be long spared to wear the medal.

GENATO STEAMER

NEW SHIP FOR ISLAND SERVICE

FOR INTER-ISLAND RUN

With the arrival of the s.s. "Nuestra Senora del Rosario," another addition to the growing inter-island fleet was effected, says the "Manila Bulletin."

The "Nuestra Senora del Rosario" belongs to Genato and Co., Ltd., a local shipping concern. She was especially constructed for the local shipping firm by the Kwong Tak Cheong S. E. and Dock Co., Ltd., Hong Kong.

She is of 391 gross and 371 net tons and draws 10 feet of water, which makes her suitable for inter-island trade. She has eight cabins which can accommodate 14 first-class passengers, and accommodations for about 90 steerage passengers.

She has two decks and a bridge deck, and two holds for cargo. She is 165 feet long, 12 feet wide and 28 feet deep.

On her trial from Hong Kong, she made an average speed of 10 knots, which is considered fair for coastwise shipping.

Captain Cornelio Joaquin, formerly master of the s.s. "Nuestra Senora de la Paz" also of Genato and Company, crew brought her from Hong Kong.

The new ship will soon be put on the run between Manila, Romblon, Capiz and New Washington, sailing from this city every Saturday.

FIGHT ON STEAMER

PILGRIMAGE TO SACRED
SHEINE

USE OF CHOPPERS?

A fight between passengers on the s.s. "Charles Hardouin" on May 2, whilst on a pilgrimage to a sacred shrine at Chekwan, in Chinese territory, was investigated by Major C. Wilson, O.B.E., at the Central Magistracy yesterday afternoon.

The trouble was stated to have occurred in the third class compartment on the ship's arrival at Chekwan, when one of the passengers was assaulted by several others who were armed with choppers and other weapons. The victim, it was alleged, received injuries of a grievous nature.

Only one of the many alleged assailants was produced in Court yesterday. He was Chan Ng, described as a caterer on the ship. He was charged by Lee Po-hang, assistant manager of the Mau Lee wine shop, No. 8, Tung-street, with assault and demanding money with menaces.

Raising a Loan

The accused was alleged to have first asked the complainant for \$25, and punched him when he pleaded that he did not have the money. Eventually complainant raised the money by a loan from a member of the compradore's staff, and thought that he had got rid of the accused.

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QUEENSLAND PORTS, AND RED SEA, EGYPT,
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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MOREA	10,935	25th May Noon	Bombay, Marseilles & London.
*LAHORE	5,252	1st June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
DELTA	8,097	8th June	Marseilles, London & Hull.
*JEXPORE	5,918	15th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
RAJPUTANA	16,668	22nd June	Bombay, Marseilles & London.
*PERIM	7,949	29th June	Marseilles, London, Antwerp & Rotterdam & Hamburg.
KASHGAR	9,065	6th July	Marseilles, London & Hull.
*MIRZAPORE	6,715	9th July	Straits, Colombo & Bombay.

* Cargo only.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Kedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	3,013	25th May 3 p.m.	Singapore, Penang & Calcutta.
TALMA	10,000	12th June	Singapore, Penang & Calcutta.
SANTHIA	7,784	4th July	Singapore, Penang & Calcutta.
TAKADA	6,949	12th July	Singapore, Penang & Calcutta.

BI Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	31st May	
ST. ALBANS	4,500	5th July	Manila, Sandakan, Thursday Island
ARAFURA	6,000	2nd Aug.	Townsville, Brisbane, Sydney &
TANDA	6,956	30th Aug.	Melbourne.
ST. ALBANS	4,500	4th Oct.	

† Calls Illoilo & Carries Orchestra.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Illoilo, Cebu, Kolombagan, Tawau, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

RAJPUTANA	16,668	24th May	Shanghai, Kobe & Yokohama.
*GUNNA	5,248	10 a.m. 5 p.m.	Shanghai, Moji, Yihama, Kobe & Osaka.
*ROSSINGTON	—	25th May	Shanghai, Moji, Kobe & Yihama.
COURT	—	—	Osaka & Yokohama.
ST. ALBANS	4,580	4th June	Amoy, Moji, Kobe, Yihama & Osaka.
SANTHIA	7,754	5th June	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	7th June	Shanghai, Moji, Kobe & Yokohama.
*TILSINGTON	—	10th June	Shanghai, Moji, Kobe & Yokohama.
COURT	—	—	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	6,715	10th June	Shanghai, Moji & Kobe.
*ALIPORE	5,273	19th June	Shanghai, Moji & Kobe.
TAKADA	0,949	21st June	Amoy, Moji, Kobe & Osaka.
KHIVA	0,135	21st June	Shanghai, Kobe & Yokohama.
KHYBER	9,114	5th July	Shanghai, Moji, Kobe & Yokohama.
KIDDERPORE	5,334	6th July	Shanghai, Moji & Kobe.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundry.

Parcels measuring not more than $2\frac{1}{2}$ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:

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AND

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SAILINGS FROM HONG KONG.

S.S. "NELEUS"	Via Suez Canal	5th June.
S.S. "CITY OF MOBILE"	Via Suez Canal	15th June.
S.S. "MACHAON"	Via Suez Canal	23rd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

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BUTTERFIELD & SWINEY OR THE BANK LINE, LTD., Hong Kong.

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N.Y. HARBOUR

PORT AUTHORITY TAKES ISSUE
WITH RAILWAY COMPANY

NO CONGESTION

Hints of congestion in the handling of import and export traffic at the port of New York are denied by Mr. J. E. Ramsay, chief executive officer of the Port of New York Authority. Referring to a pamphlet issued by the Illinois Central Railroad, dealing with Latin American commerce, Mr. Ramsay states there has been a tremendous expansion in port facilities capable of handling more trade than is even now passing through the port. Authority communication refers particularly to a paragraph in the statement under the heading "Some Advantages of New Orleans," which reads:

"The water route from New Orleans to Brazilian and Argentine ports is about 320 miles greater than from New

York, but many Mississippi Valley shippers find the New Orleans route more satisfactory due to absence of congestion at New Orleans and the greater facility with which goods can be despatched through that port."

"The inference of this statement," Mr. Ramsay writes, "is that congestion does exist at the port of New York in the handling of import and export traffic to and from South America. Because of similar statements in the past we have made persistent inquiry among the carriers and terminal companies serving the port of New York to determine whether there has been any chronic congestion or delay in the handling of foreign commerce. The answers to our inquiries show none."

"Moreover, the testimony presented in the hearings, before the Interstate Commerce Commission demonstrated quite clearly that there has been no congestion in the handling of import and export freight through the port of New York in recent years, and that on the contrary, there has been a tremendous expansion of facilities capable of handling much more than is now passing through this port."

"Is it not possible that reports concerning the situation at the railroad pier stations on Manhattan Island, which stations handle foodstuffs and merchandise for domestic distribution, have given you the impression that a similar situation exists in the handling of import and export freight? This confusion of the domestic delivery with the service to shipyards seems to be prevalent and leads to incorrect statements about the port of New York. It is true that from time to time the pier yards' handling, purely domestic freight are taxed to capacity has been noted."

"This situation has been alleviated in recent years by the use of the motor truck as an auxiliary. However, with the exception of a very limited amount of l. c. l. freight moving in import and export trade, these facilities are not involved in the foreign commerce of the port."

"I am sure that you do not desire to spread incorrect inference concerning the situation at the port of New York which are without foundation, and we would appreciate receiving any information in your possession bearing on congestion due to a lack of facilities at New York."

ICEBOUND IN BALTIC

SEAMEN'S LIMBS AMPUTATED

The steamer "Tisit" arrived recently at Grimsby after being delayed in the Baltic by ice since February 4. Captain Voigtlander said the vessel left Königsberg with a cargo of pulp, and on arrival at Oulu, in Danzig Bay, he found ice 12ft. to 16ft. thick, which had been packed by a westerly wind. Eighteen ships were held up, a number of them some distance from the port. Members of the crews of many vessels suffered from frostbite, and some had limbs amputated.

The cold was so intense that it penetrated into the ground several feet, and the potato crop was destroyed.

"It was the severest winter ever remembered," said the captain, "and it is estimated that there will be ice in the Baltic up to the end of May."

MOVEMENTS OF STEAMERS

The B.I. s.s. "Gurna" left Singapore for this port on May 16 about 6 a.m. and is due here on May 23 at about 6 a.m.

The C.P.S. R.M.S. "Empress of France" is due here at p.m. on May 27 (Monday) and will berth at Pier No. 5, Kowloon Wharf. She will sail for Manila at 5 p.m. on May 28 (Tuesday).

PASSENGER LIST.

DEPARTURES

Per A. M. Liner "President Jefferson" for Manila May 21.

Mr. and Mrs. M. T. Boncan and son, Mrs. Mollie Bauman and daughter, Mr. and Mrs. J. B. Delgado, Miss Marie Duvall, Dr. H. W. Elders and daughter, Mr. Lee Fook-chung, Wong Goon-tung, A. De Leon, Lt. Comdr. A. W. Ashbrook, Rev. Father Gaspar Moreno, Rev. Father Pedro Mateos, Ching Wai, Po Kong, Mrs. Li Choy, Mrs. Chiu Shee, Eduardo Gutierrez, Chan Ak, A. E. Goodrich, Wong Kwok-wing, Keiichi Yoshida, Doltoo-Elia, Miss Yu Poo-lin, Miss Dy Kuy-hue, K. Brias, K. Shiratori, Ignacio Valeroso, Yu Eng-bin, M. C. Lamond, Fang Shiu-jiu, Mrs. Alta Gage, Miss Violet George, R. W. Hamond, Edward Mathew, Mrs. Florence Podmore, Mrs. Matilda Podgare, Teh Hsien-shen, Jose Urquiza, Yang Chian-kwang, Lo Yuen-sing, Lochman Das, Luis De Amechazurra, Miss A. M. Runsey, Rev. Father Pedro Romo, Chan Yek-chol, Lambert Barrista, Miss Kwong Luen-chu, Jose A. Del Prada, Runaldo Rivera, Ramon Ordoneza, Wong Chiu, Mrs. Corazon De Reynolds, Madame T. Jud, Yu Eng-alk, Miss Yu Poo-ki, Miss Yu Sik-hong, Miss Bita Yu, Elias Chamoun, Louis Zaidan, Miss Francis Rodgers.

All dates are approximate and subject to alteration without notice.

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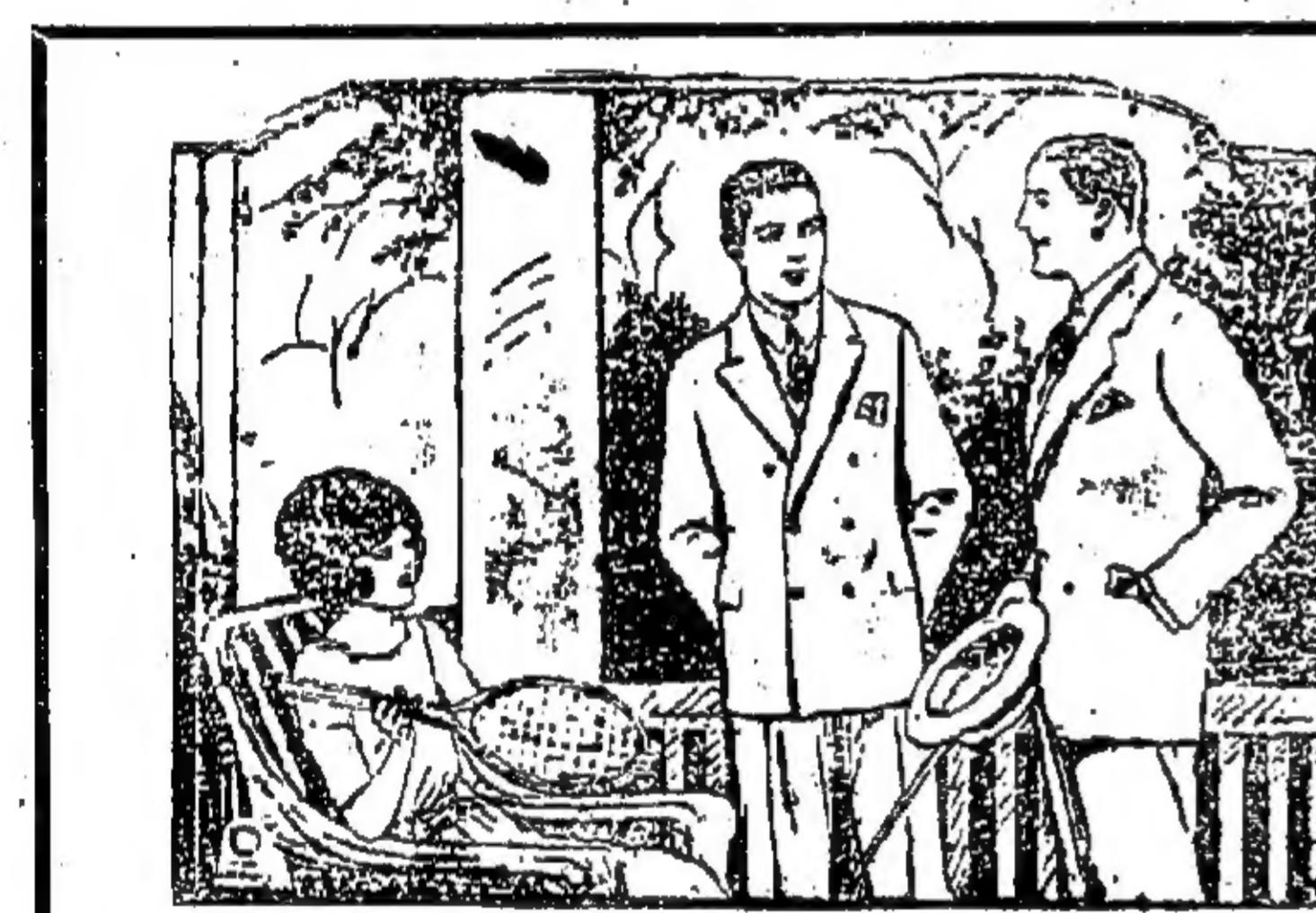
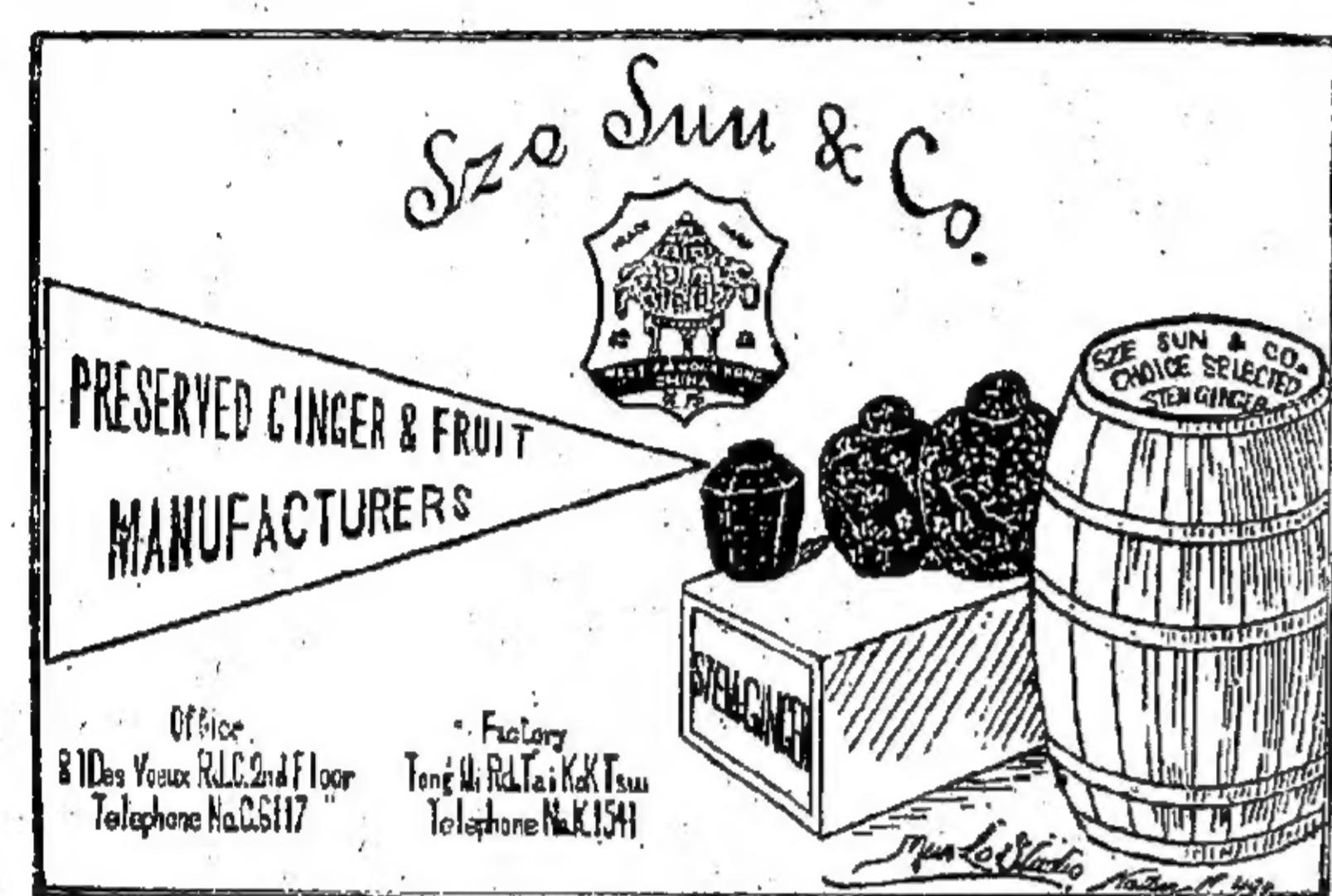
AS "NEEDLES"

HOW AMMUNITION WAS SHIPPED

RECENT SHANGHAI CASE

Judgment in favour of \$1,000 and costs, embodying all the statements of facts culled from the evidence and citing numerous legal authorities was delivered by Judge Milton D. Purdy in the American Court for China on April 30 in the case of the Indo-China S.N. Co. against Mr. James B. Katz, trading as the Commercial Export and Storage Company. Messrs. C. S. Franklin, of Fleming, Franklin and Allman, and Mr. Paul Urban

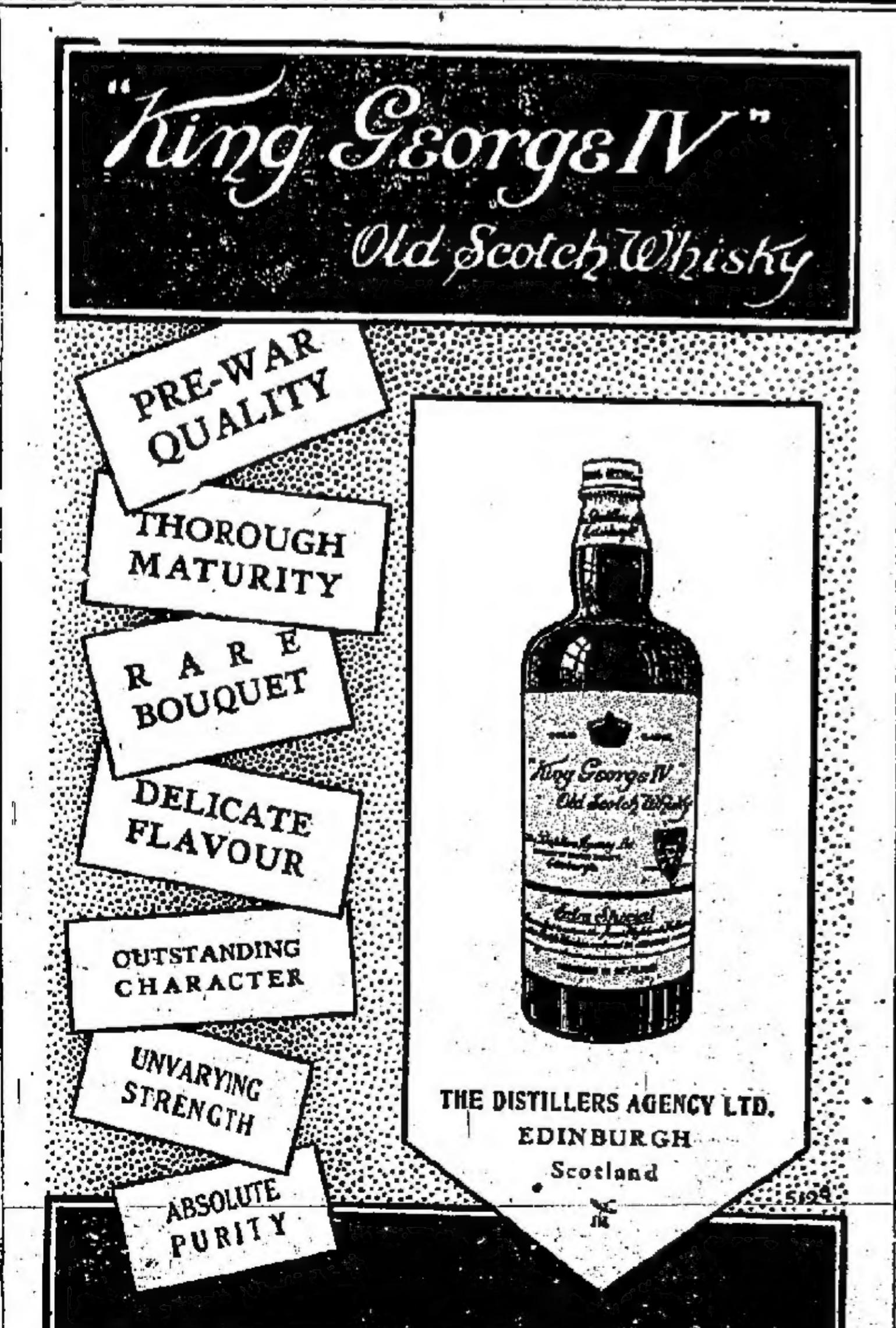
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Whiteaways

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3 SPECIAL LINES

TOOTH BRUSHES

Dr. Selwe's Family Outfit,
A neat Carton containing 3 fine quality, specially
graded Tooth Brushes. Sterilised Bristles.

Price 50 Cts. Set of 3.

Dr. Wright's DENTAL FAMILY CLINIC SET.

Contains 3 pure sterilised Bristle Tooth Brushes, one
hard, one medium and one soft. In neat cardboard
carton.

Price 75 Cts. Set of 3.

DR. WRIGHT'S "SPICKANSPAN" BATH ROOM OUTFIT

Contains Sterilised Bristle Tooth Brush, double purpose
hand and nail brush and special 000 pumice stone. All
packed in a neat cardboard carton.

Price 50 Cts. the Outfit.

WHITEAWAY LAIDLAW & CO., LTD. HONG KONG.

ginners are almost invariably
most easily influenced by those
who take the trouble to explain
matters to them. Meantime, on
such highly speculative point as
to the way ladies will vote, it will
be best to "wait and see."

Just as every scrap of material
energy, whether liberated by an
engine, by the fall of a stone, or a
volcanic explosion of a steam-
hammer is never lost, but returns to
the ever-constant store of
energy which is the source of all
physical activity in the universe—
so spiritual or mental activity is
not lost, but all of it returns, in
some way not yet understood, to a
store or pool of spiritual reality
which is the non-material counter-
part of energy. — Daily News
(London).

The traffic beacon at the junction
of Pedder-street and Des
Voeux-road has been reconstruct-
ed.

Sir Robert and Lady Ho Tung
left for Shanghai on Tuesday by the
M.M. liner "Angers." Mr.
J. M. Noronha was a passenger on
the same boat.

In a report made to the Police,
Miss Ellis, proprietor of Clare-
mont Hotel, Kowloon, states that a
counterpane was stolen from the
roof of the hotel where it had been
hung out to dry.

In addition to the small-pox
cases, which are referred to in
another paragraph, the Medical
Officer of Health last week re-
ceived notification of two Chinese
cases of cerebro-spinal fever.

Yesterday two cases of diph-
theria were notified, one being
Portuguese and the other Chin-
ese. Two cases of enteric fever
were also reported, both being
Chinese.

Ten small-pox cases were re-
ported to the Medical Officer of
Health last week. Nine of them
occurred in the Victoria registration
district and one in Kowloon.
There were eight deaths. Yester-
day's return contained one fur-
ther case.

As foreshadowed in the "China
Mail" some time ago, the "island"
outside the Kowloon Ferry Wharf
which was recently levelled is be-
ing used as parking stand for
motor buses. The new scheme
was brought into operation for
the first time yesterday.

Because he was very ill and had
suffered for a long time, a Chin-
ese of the working class attempted
to end his miseries by committing
suicide. He jumped into the
harbour from the Praya wall, but
was rescued by a boatman and re-
moved to the Government Civil
Hospital.

Government passengers leaving
for Home on Saturday, by the s.s.
"Morea" include Mr. and Mrs.
W. H. Owen (P.W.D.), Miss A. M.
Davies (Medical), Mr. and Mrs.
W. McKay and Mrs. C. J. Thom-
son (Harbour Office), and Messrs.
W. E. Goldsmith, J. McLellan, E.
Carpenter, and J. A. Munro
(P.W.D.).

Mr. Lalchand, the managing
partner of Messrs. Lalchand and
Gangadas was the guest of honour
at a tea party given in the
Sindhi Merchants Club by Mr.
Verhomal Stewart, managing
proprietor of the Pioneer Silk
Store, yesterday afternoon. Mr.
Lalchand intends leaving the
Colony for India shortly with his
wife and family.

The suicide of a Chinese woman
passenger on the s.s. "Yuen
Sang" by jumping overboard, was
reported to the Police by Captain
L. H. Hotting. The vessel, it
is stated, was on her way from
Singapore to Hong Kong. When
the alarm was raised the "Yuen
Sang" at once turned on her former
trails and a thorough search
was made, but without result.

It is notified that the forthcoming
local examination in connection
with the Trinity College of
Music, London, will be conducted
by Mr. A. Mallinson, F.T.C.L.,
on the following dates:—Theory,
Hong Kong University at 9.30
a.m. on Saturday morning; practical,
at the City Hall, to-morrow,
Saturday afternoon, and Tuesday,
Mr. Mallinson arrives in Hong
Kong to-day.

A house boy and coolie were
yesterday charged at the Kowloon
Magistracy before Mr. T. S.
Whyte-Smith with assaulting the
telephone operator of Kingscere
Hotel, Kowloon. His Worship
said that the whole affair seemed
rather trivial as no weapons of
any description were used and the
complainant was in no way hurt.
Accused were bound over in a
personal bond of \$50 each to keep
the peace for six months.

CORRESPONDENCE

WHAT THE WORLD NEEDS

(To the Editor of the "China Mail.")

Sir,—The people of Canada are
to be applauded for holding, under
the auspices of the Canadian
National Council of Education, a
Conference to which representa-
tives of various foreign countries
were invited.

While I believe in the integrity
of races, and think it a mistake
for any well-defined, distinct race
of people to admit large numbers
of an alien race into its territories,
I also recognise the truth that
in our day the world has a
different aspect from that which
it had only a few years ago.
Steamships, railroads, aeroplanes,
motor vehicles, telegraph, tele-
phones, and radio have contracted
the world to such a degree that
what was once a world is now
hardly more than one large country.

The traffic beacon at the juncture
of Pedder-street and Des
Voeux-road has been reconstruct-
ed.

Sir Robert and Lady Ho Tung
left for Shanghai on Tuesday by the
M.M. liner "Angers." Mr.
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In a report made to the Police,
Miss Ellis, proprietor of Clare-
mont Hotel, Kowloon, states that a
counterpane was stolen from the
roof of the hotel where it had been
hung out to dry.

Such Conferences as that recently
held in Canada should be of
frequent occurrence all over the
world. We in the United States
hold such Conferences; and some
time ago a notable one was held in
Honolulu. They should be held
everywhere (especially in
Europe).

What the world now seeks (or
at least needs) is the formulation
of broad principles, the construc-
tion of a way of life. At present
the world cannot see the forest on
account of the trees. There is
too much petty, detailed work
with test-tubes, microscopes, and
statisticians. We need cloistered,
consecrated thinkers and scholars
in the quiet avenues and laboratories
of thought, men who have
had much schooling in the broad
walks of life as well as in universities,
and who then retire to their quiet cells
to digest it all, and to hold
conference between God and
their souls. From such quiet
cells there will yet emanate a
light that will illuminate the
world. The electric light of
Edison marks the material con-
quest of the world. The spiritual
light of unknown, unregarded
scholars and men of God will
usher in the new spiritual era and
spiritual conquest of the world.

Yours, etc.,

CHARLES HOOPER.
Coeur d'Alene, Idaho, U.S.A.
April 20, 1929.

MRS. G. E. STEPHENS

DEATH OCCURS IN THE VICTORIA HOSPITAL

HUSBAND ILL

The friends of Mr. G. E.
Stephens, of the P.W.D., will sympathise
with him in the death of his wife at the Victoria Hospital
yesterday. Death was due to
pneumonia. The death of Mrs.
Stephens is particularly sad in
view of the fact that her husband
is at present lying ill with
influenza, and, of course, cannot be
informed of his great loss.

Mr. Lalchand, the managing
partner of Messrs. Lalchand and
Gangadas was the guest of honour
at a tea party given in the
Sindhi Merchants Club by Mr.
Verhomal Stewart, managing
proprietor of the Pioneer Silk
Store, yesterday afternoon. Mr.
Lalchand intends leaving the
Colony for India shortly with his
wife and family.

Yesterday afternoon, the
funeral, which was largely attended,
took place at the Protestant
Cemetery, Happy Valley, the Rev.
H. V. Koop officiating at the
graveside.

The chief mourners were Ser-
geant Stephens, R.E., brother-in-
law, and Sergeant Kelly and Ser-
geant Kirby of the Police. A
number of representatives of the
Public Works Department, the
Sanitary Department, and military
units were present.

There was a large number of
filarial tributes including wreaths
from the European staffs of the
Buildings, Ordnance Office and
General Works Office, P.W.D.

Sentences of four months' hard
labour on each charge were imposed
at the Kowloon Magistracy on a Chinese who stabbed a Chin-
ese detective in the lip, and
resisted arrest when a pedestrian
went to the officer's assistance.

story, which means that the direc-
tion of Alan Crosland is of the
highest order.

The cast, besides the names of
Barrymore and Costello, includes
many screen actors of world-wide
fame. The months of careful pre-
paration are justified by the gem
that is "When A Man Loves" with
John Barrymore in the leading
role. The picture comes to the
Queen's Theatre to-day.

COMEDY COMPANY

"THE BEST PEOPLE" AT THEATRE ROYAL

SUCCESSFUL AS USUAL

Last night the Bantard English
Comedy Company opened to a
large and appreciative audience in
the Theatre Royal, with a very
successful reproduction of that
very enjoyable play, "The Best
People." There was plenty of
"red-hot cussing" in the play, but
the audience did not appear to be
shocked. In fact, they made no
attempt to hide the fact that they
enjoyed it!

Everybody on the stage seemed
to be "going." For example, old

"Mrs. Lennox" (Valentine
Clemow) was for ever "going to
pieces" at the least provocation
and had to be continuously ad-
monished by her husband
(Reginald Tippett) to "pull her-
self together."

Their son "Bertie" (T. W. Sleigh)
was told that he was "going to the
dogs" because of his "affair" with a
chorus girl—"Alice O'Neil" (Elana
Aherne)—and he replied that he was
"going to stick to her," and his whole family could
"go to hell!" The "Lenoxes'"
daughter "Marion" (Kathleen
Vaughan), who was in love with
her father's Canadian chauffeur
(Ormiston Miller) said she would
"go to the devil" if she was not
allowed to marry.

"This Bolshevism"

"Uncle George Grafton (Henry
J. Corner) said he was "going to the
Police" to put a stop to this
"Bolshevism," but "Mille Mont-
gomery" (Josephine Kilfoyle),
the Yankee show girl, said he
should "go to a buck-house!"

"Mille," of course, was the cen-
tre of attraction on the stage.
She was shocking, but meant well
and was not half as bad a girl as
her ways made her appear to be.
Although this "sweet potatoe's"
twang could not be placed on
either side of the Mason-Dixon
line, she put her part "over big."
"Lord Rockmere" (Bardy
Russell) was never seen for long
on the stage, because he was con-
stantly being told to "get out,"
to keep out of trouble, but when he
did appear, he always managed to
raise a laugh.

All the players entered fully
into the spirit of the play with the
result that it went off with a de-
lightful swing from start to
finish, and at the close of the final
act they thoroughly deserved the
thunderous applause which was
accorded them.

To-night the Company will
stage "The Ringer."

EMPIRE DAY

PATRIOTIC FILM AT QUEEN'S THEATRE

NAVY LEAGUE TO FORE

Cinema-goers and the public
generally are advised that
to-morrow being Empire Day, a
patriotic film, "Keep Watch" will
be shown in addition to the fea-
ture attraction at the Queen's
Theatre during the second per-
formance which will commence
promptly at 5 p.m. instead of
the usual 5.10. This interesting
picture is being shown by ar-
rangement with The Navy
League.

It is expected that there will be
a crowded attendance, including
prominent Naval and Military
officers, besides members of the
Government Service. Special music will be played.

ARTISTIC FILM

SCENES OF FRENCH LIFE OF LONG AGO

AT QUEEN'S THEATRE TO-DAY

In most of the arts, the finished
product is the work of one individual.
In motion pictures it is the
work of many. Before a single
set for the spectacular production,
"When A Man Loves," was de-
signed, research experts delved
deeply into the history and literature
of the times of Louis XV. of
France, which is the period of the
story.

The costumes are faithful re-
productions of originals obtained
from the French State Museum.
Twenty-four costumes of the
period were borrowed from the
French Government. Warner
Bros. posting a bond of \$24,000 as
a guaranty of their safe return.

Street scenes and interiors
were designed and executed by
Mr. Ben Carre, who received his
art education in Paris.

Limitless pains were taken in
the reproduction of the convict
ship and scenes of deportation and
battle at sea. So authentic is the
atmosphere in which the characters
play their parts that the audience is completely lost in the

(Continued at foot of preceding
Column.)

TREASURY WINS
NO LEGAL DUTY OWING TO
BANK

CHIEF JUSTICE'S DECISION

The protracted action between the Treasury and the Hong Kong and Shanghai Banking Corporation was brought to a finish yesterday in the Supreme Court before the Chief Justice, Sir Henry Gallan.

After hearing legal arguments on the question of estoppel from counsels for both parties, his Lordship ruled that there was no legal duty owing to the Bank by the Treasury.

It seemed to him that it was the forgery of the three cheques by which the Bank was induced to mistake the signatures of the Colonial Treasurer and the Cashier, when in fact they were not the signatures of these men. It would be stretching the point unduly if he were to hold that the proximate cause was the fact of the extraction of the cheques.

Arguments were commenced yesterday morning and after Mr. F. C. Jenkins, for the Bank, had cited several authorities in support of his contentions that there was a duty owing to the Bank and that by not exercising due diligence and care on the part of the Treasury officials, the fraud was made possible.

Mr. Potter Replies

Replying for the Government, Mr. Eldon Potter, K.C., maintained that there was no duty on the part of Mr. Messer to supervise the office in any particular way for the purpose of ascertaining that the cheques had been extracted. There was no duty in law as decided by previous cases, and, consequently, there was no negligence by Mr. Messer.

As to the state of Tsang On-wing's mind at the time, counsel submitted that that point had been fully covered by the jury's finding that Tsang believed that the cheque book had come short from the Bank.

Counsel further submitted that no case could be found in the authorities in which a customer had been held estopped except in the case of where a man knew that a specific cheque was to be presented.

It had been argued that Mr. Messer must be presumed to have known of the shortage, but the man entrusted with the cheque books did not know and therefore how could Mr. Messer know?

Counsel further submitted that negligence alone, which might prove an opportunity for the perpetration of the forgery, was not in itself grounds for estoppel. He could not find a single English case where forged cheque had been held binding on the customer. It was not enough for the banker to show that the conduct of his customer had been careless and wasteful, to enable a forgery to be made. He must show that the customer had caused him to pay the money. The carelessness of the customer could not be put forward by a banker to justify his own default.

The Judgment

His Lordship said that the case was an important one, and he had entertained very grave doubts after certain questions had been answered by the jury as to what his judgment would be. One of the reasons was that the case was so important that it might go further. He had therefore decided to hear arguments both for and against.

He found that it was quite clear on the authorities that there was no duty upon the customer to keep his cheque books locked up or to keep them in his own custody. It was also clear from the authorities that if he entrusted his cheque books to a clerk or servant who was dishonest, and who forged his employer's name on a cheque, the customer was not responsible. The loss must fall on the banker because he had honoured a signature which was not in fact the signature of the customer.

Dealing with the point in regard to duty, his Lordship pointed out that it was essential for there to be duty before the question of estoppel could arise. In the present case the matter of duty arose out of the relationship between the banker and the customer. He thought that the authorities had shown that the duty did not arise with regard to the conduct of the ordinary business. From all the facts of the case, he was satisfied there was no legal duty owing to the Bank by the Treasury officials.

No Connecting Fact

There was no fact which connected the officers of the Government directly with the drawing or forging of the cheques neither was there any connection between anything that was done by the Government officers and the forgery of the cheques as a criminal act. It seemed clear that the authorities laid down that any negligence on the part of any Government servant must be in the transaction itself.

On those grounds, he thought that the declaration should be granted. The declaration was:

"That the said Government is entitled to be credited by the defendant corporation with the said three amounts, namely \$86,965.30, \$73,330.41 and \$95,142.19, together with interest

VALEDICTORY
(Continued from Page 1.)

precision of their services in his Department, wishing them all success and happiness in their future spheres of action.

Mr. E. A. S. Hayward, Naval Store officer, presented Mr. Bennett with his farewell gift, and expressed his pleasure, in view of his own impending departure from the Colony in the near future, to be permitted to perform such a pleasant duty.

In the course of each of the Senior Officer's remarks, constant reference was made to the sporting activities of the departing members in local Sporting Clubs notably, the Kowloon Bowling Green Club, Craigengower Cricket Club and the Civil Service Cricket Club.

"Scrap Iron" Team

Mr. C. Jones, who had the honour of replying first, put the large audience in good humour by his witty references to the sporting record of the Dockyard Recreation Club's "scrap iron" team who defeated the cream of the Colony's talent in a championship lawn bowls match, of which the players retained a tangible proof in the form of a trophy which was being taken Home.

Messrs. Magill and Boryer responded in turn, as also did Mr. Bennett and each speaker was warmly applauded for apt and amusing remarks.

Throughout the evening, the musical members of the Dockyard Club did Yeoman service. Mr. Longyear was an ideal accompanist. Messrs. Turner, Bennett, Crabb and Hopper regaled with sentimental and stirring ballads. Mr. Beer delighted with the comic element, and Mr. Stan Stacey surprised with first class selections on the violin. The hit of the evening was the "community singing" joined in by all and specially contributed anonymously, a further tribute to the "Silent Service" as represented by the records of H.M. Tug "Cherub" and staff of H.M. Dockyard. The poem has been duly docketed under Admiralty Fleet orders X.Y.Z. and is likely to become a classic in the local Dockyard.

Mr. Longyear, impromptu, supplied a rousing and ringing accompaniment, and the combined chorus had a deserved encore—the only one allowed, owing to the extensive programme. For they are jolly good fellows" sung with gusto; and "Auld Lang Syne" in the Philharmonic's best style, preceded three Cheers and the Hong Kong Tiger. "The King" was finally honoured by the gathering who did their best to give four members of the Club and Dockyard a rousing send off from the Colony.

COMMUNITY SINGING

The following are the words of the topical song:

It was the good tug "Cherub" That saved the Chin sea. The Skipper took his monkey To keep him company. Some sailors said it gambling It's photo they did it. The skipper was delighted For five quid they did make.

The Skipper was not always A' watching of the tides At times you'd find him bowling, With "Bias" on both sides. And when he helped the Dockyard, Their matches all to win. His "wiggles" and Tom's "waggles" Caused many and many a grin.

CHINESE PHILOSOPHY

It was revealed at a Coroner's enquiry in Singapore that an aged Chinese woman had died six days after falling down at the rear of her house in Clive Street, having refused during that time, despite the doctor's advice, to allow herself to be sent to hospital. Her husband said she insisted that it was no use spending money when she was going to die. Her death was due to senility and shock from an accidental fall and a verdict of "Death by Misadventure" was returned.

John Lewis, aged 70, and Thomas Lewis, aged 76, deaf and dumb brothers, of Bedworth, Warwickshire, died within a few days of each other.

Hundreds of unemployed youths made an unsuccessful attempt to rush the entrance to Liverpool football ground during a match between Liverpool and West Ham.

Thereon at the customary or contractual rate of two per cent per annum from the dates when the amounts of the said three cheques were respectively debited to the general account of the said Government, till payment or judgment."

His Lordship added that it amounted to judgment for the plaintiff with costs, but he would not enter the amount.

IN OTHER PLACES
CHRONICLES FROM JAPAN
TO JAVA

Mr. C. H. Sansom, Superintendent of Police, Singapore, and Mr. C. H. Nicol, assistant Superintendent of Police, have gone on eight months' leave of absence.

Mr. A. S. K. Macdonald is to be temporarily and subject to the approval of the King a nominated unofficial member of the Singapore Legislative Council in the place of the Hon. Mr. G. C. Clarke.

Bishop Ferguson-Davie will leave England for South Africa on May 31 to take charge of the English work at Umgeni North, a growing suburb of Durban. Dr. Ferguson-Davie spent 29 years in India and Malaya, and was for 17 years Bishop of Singapore until his resignation in 1927.

The Shanghai-Nanking Air Service will be started by the Ministry of Communications on June 1. It is estimated that no fewer than 9,000 letters, 40 parcels and 500-catties of newspapers will be transported each day. Nineteen cents will be charged for each letter carried.

By the retirement of Major Stanley Leplastrier Symonds, B.V.Sc., Veterinary Surgeon, Medical Department, F.M.S., Malaya loses a man who with the exception of five War years has served the country for over 20 years.

Major Symonds saw service in the South African War in 1901-2 and in the Great War. Since his return to Malaya he has been stationed in Selangor and now intends to spend his life in retirement in Australia.

The following appointments to the Far Eastern Colonial service have been made by the Secretary of State for the Colonies:—Straits Settlements: Mr. W. Daft, Mr. E. H. Dagg, Mr. S. Dodds, Mr. G. W. Jackson, Mr. D. W. MacIntosh, and Mr. V. C. Pearson, to be Probationary Inspectors of Police; Miss A. Compton, Mrs. E. Erard, Miss E. W. F. Gibson, Miss E. L. Michie, Miss J. M. Morgan, Miss I. M. B. Leaky and Miss B. G. A. Smith, to be Nursing Sisters.

Based on a resolution of the Third National Congress of the Kuomintang, that arsenals should be transformed into factories for the manufacture of agricultural implements and machinery, and that only one should be retained for the manufacture of munitions for national defence, arrangements are being made (states the Chinese press) to construct a huge new arsenal, the place for which has not yet been selected. The report that it would be built in Woosung is incorrect.

In the course of a telegram to the Ministry of Railways and the managing director of the Shanghai-Nanking and Shanghai-Hangchow-Ningpo lines, local merchants ask that the services of Mr. C. L. G. Wayne, the traffic manager, be retained after his contract expires on July 31. They say that Mr. Wayne is a friend of the Chinese people and has done much to bring the railways to a high state of efficiency, and he is a loyal servant of the Chinese Government who has always carried out his duties fairly, honestly, and fearlessly.

The following officers of Shanghai Municipal Police have been promoted:—To be chief inspector Insp. C. Powell; to be inspector Sub-Inspectors A. G. Groves, E. A. Eva, V. Sharman, J. Watson, W. Hotchkiss; to be sub-inspectors Sergeants, E. C. Stokes, A. Evans, B. B. Boddy, A. J. Toot, F. V. Collison, H. Willgoss, R. C. Martin, H. Brownrigg, A. Telfer, W. B. Curtis, L. Myerscough, B. E. Everest, E. C. Watson, J. E. Blenkinsop, V. Woolley, F. Hancock, J. W. Taplin, J. Furness, J. A. McFarlane, J. E. Phillips and G. J. Bennett.

The death occurred, on April 7, in his sleep, at Bankhead, Pangbourne, at the age of 80, of Mr. William Richard Carles, C.M.G., who 28 years ago retired from the China Consular Service, after a spell of 33 years' work. Mr. Carles, a native of Warwick, was educated at Marborough College, and entered the Consular Service in 1867. In 1882 he became Acting Chinese Secretary at Peking, and two years later was transferred to Korea as Vice-Consul, later acting there as Consul-General. He saw service at Shanghai as Vice-Consul in 1886, then successively he was Consul at Chinkiang, Acting-Consul at Hankow, Acting-Consul at Foochow, and Consul at Tientsin. On his resignation in the year following the Boxer rebellion, he was Consul-General at Tientsin and Peking. A keen sportsman in his day, he was fond of cricket, tennis and riding. He wrote an interesting volume entitled, "Life in Korea."

SHADOWS BEFORE
COMING EVENTS ANNOUNCED
IN THE "MAIL"

ENTERTAINMENTS

To-day—Queen's Theatre: "When A Man Loves." To-day—World Theatre: "Body And Soul."

To-day—Star Theatre: "Another Scandal."

To-day—Majestic Theatre: "The Patsy."

To-day—Theatre Royal: "The Ringer." 9.15 p.m.

May 24—Queen's Theatre: "Keep Watch." 5 p.m.

Home Mail

To-morrow—Inward from Europe via Siberia ("Morea").

To-morrow—Outward for Shanghai, Japan and Europe via Siberia, ("Rajputana"). 8.30 a.m.

Lammetts' Auction

May 24—At Sales Room, Duddell-st., 1,500 bags No. 24 Java white sugar, noon.

Land Sales

May 27—At P.W.D. Offices, two lots of Crown land at Prince Edward-rd., Kowloon City, and Boundary-st., Mong Kok Tsui, 3 p.m.

Meetings

May 24—Meetings of Union Insurance Society of Canton, Ltd., China Fire Insurance Co., Ltd., and British Trader's Insurance Co., Ltd., at Union Bldg., 11 a.m., 11.15 a.m. and 11.20 a.m., respectively.

Miscellaneous

To-day—Distribution of prizes to Wah Yan College boys, 5.15 p.m.

May 30—Dinner at Hong Kong Hotel to serving and ex-officers of the Royal Engineers.

THE CROSSINGS

LONDON'S STREET
DANGERS

Crusaders of the crossings, taking their lives in their hands in a thirst for thrills a dozen times a day, are a sight of London so familiar that they are scarcely noticed.

If Blackfriars or Westminster were transferred to the stage these every-day Coeur-de-lions would be applauded for their skill and courage. As it is they are merely called "jay-walkers."

Tons of Danger

Traffic pours in and out and across from four directions, hundreds of tons of potential tragedy sweeping through the streets, and all the time these few stones of human frailty pick and dash and wriggle their way across. Sometimes they are killed or injured. Still the survivors persist.

A kindly Government has built safety subways at the most dangerous crossings. Now and then a few stray persons drift through them. Most of the time they are practically deserted, while thousands overhead risk their lives and waste their time dodging the traffic.

What is the reason for this persistent foolhardiness of the otherwise docile Londoner? Is it courage, or is it mere perversity? Perhaps it is that the thrills and excitement of "jay-walking" are the only adventure in dull, routine lives.

The recent announcement by the N.Y.K. Line of a direct service to Havana in the near future doubtless will be welcomed by local shippers and will tend to stimulate trade between the two ports. The N.Y.K. are about to send their New York via Panama boats direct to the Cuban port eight sailings a year out of their present New York sailings. They claim that these boats, running at accelerated speed, will reach New York exactly on schedule time, in spite of this deviation. The first steamer, the "Takao Maru," will sail from Shanghai on July 2.

AT PRESENT, OUTDOOR WORK ONLY

K. FUJIYAMA
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NIGHT PHOTOGRAPHY AND ENLARGEMENTS A SPECIALTY.
ENLARGEMENTS CAN BE MADE FROM ANY PHOTOGRAPH,
NEW, OLD OR FADED.

SPECIAL ATTENTION GIVEN TO DEVELOPING, PRINTING AND ENLARGING AMATEURS' PHOTOGRAPHS AT A VERY MODERATE CHARGE.

PROMPT DELIVERY GUARANTEED.

I can give you as good results as any Photographer in the City and better than 95% of them.
TEMPORARY OFFICE:
3rd FLOOR, 117, PRAYA EAST, HONG KONG.

NEW
ADVERTISEMENTS.

WANTED

WANTED—Portuguese Clerk with about 4 years' experience of Accounts. Reply Secretary, P.O. Box 22.

KEEP WATCH

THE NAVY LEAGUE (Hong Kong Branch) have much pleasure in announcing that with the kind permission of the HONG KONG AMUSEMENTS, LTD. and under the auspices of the St. George's and St. Andrew's Societies they will be showing the film:—

KEEP WATCH

on EMPIRE DAY (May 24) at the afternoon performance which will take place at 5 p.m. sharp in the Queen's Theatre in conjunction with the ordinary programme.

Special arrangements have already been completed for a number of school children, otherwise prices are as usual.

L. M. WHYTE,
Hon. Sec.,
Navy League
(Hong Kong Branch).

Hong Kong, May 21, 1929.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction

ON

THURSDAY, the 30th May, 1929,
commencing at 11 a.m.,
at No. 27, Humphreys' Buildings,
Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE

and

One Frigidaire.

On View from Wednesday, the 29th May, 1929.

Catalogues will be issued.

TERMS—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, 23rd May,

A BOON
TO
CHINA MAIL
SUBSCRIBERS
SUBSCRIBERS
TO THE
CHINA MAIL
CAN OBTAIN THROUGH

US
**NEW OR SECOND
HAND BOOKS**
AT
COST PRICE

PLUS POSTAGE & 10 %

BIOGRAPHIES, ESSAYS, WORKS
OF REFERENCE, ENCYCLOPÆ-
DIAS, BOOKS ON ART, TECHNI-
CAL BOOKS, MEDICAL BOOKS,
FICTION, ETC., ETC.

For further particulars apply to the "China Mail" Office.

G. FALCONER & CO. (HONG KONG) LTD.
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Agents for—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

Cassis-Rouvière
THE OLDEST EXPORT TRADE MARK DIJON

"Via Hawaii"

is the right way to America. A stop-over at the mid-Pacific playground affords a pleasant break in your journey "home." Combine vacation with your overseas trip. Stay in rainbow-land long enough to "do" all of the islands. GO VOLCANOING on the Big Island (Hawaii). EXPLORE flower jungles of the Garden Island (Kauai). ADVENTURE among majestic mountains of the Valley Island (Maui).

GET MOON-BURNED at Waikiki in Honolulu. Hawaii has surfboards, native outrigger canoes, and palm-shaded golf courses for the sportsman; first-class hotels for the discriminating traveller; romance and rest, sunshine and charm for the visitor to her friendly shores. May and June is the gorgeous flowering tree time. And summers are cool! Your local steamship office or travel agency will help you plan your trip "with time out for pleasure"—over the balmy Hawaiian sunshine route. From Honolulu you sail direct to San Francisco, Los Angeles, Seattle, and Portland or Vancouver, via Dollar, N.Y.K., Canadian-Australasian, Matson or Lassco Lines. Frequent sailings on luxurious liners. Get complete travel information and elaborate coloured pamphlet on Hawaii by sending this advertisement to the

HAWAII TOURIST BUREAU

Dept. 1.

Box 296, SHANGHAI, CHINA.



For
Insect Bites,
Sore Aching Feet,
Eczema, Prickly Heat,
Rashes, Heat Sores
& Other Skin Troubles

Zam-Buk
SOOTHING HEALING ANTISEPTIC

All chemists and dispensaries sell Zam-Buk in handy size boxes.

HERO WORSHIP

425 FOR G.B.S. POSTCARDS:
THE NEW ALCHEMIST

FOUR "SUPER-SELLERS"

"It is such a small thing, and yet when you come to think of it" said a friend to me, writes Mr. Huntly Carter, "it is a veritable card of gold." He held up a post card, five and a half inches by three and a half, on which were written, in a small, clear, careful handwriting, a few words and the initials G.B.S.

"Do you know," he continued, "that a similar card fetched £25 not long ago?" "That," I said, "works out at about £5 an inch."



Mrs. Edward Everett Gann, sister of Vice-President Charles Curtis, whose ranking in the Washington diplomatic set has been causing an upheaval in Washington.

This must be the time for holders of Shaw stock to dispose of some of the handwriting of their superhero."

"It was hot from the mint," he observed. "What must some of the old 'uns be worth?" I smiled, for locked away in a safe place are some of the old ones, written in Shaw's most vigorous style at a time when he did not mince his words. Among them is one that tells me in lively terms that I have outwitted the Great Man by causing him to support a new Labour organisation which he hates.

Master of Insult

There is another that tells me sharply that I am a master of sarcastic insult, and that I hold the record of having insulted Shaw more successfully and often than any person on earth. Underneath this outburst is my pencilled reply:

"Dear Shaw, You ought to be proud of so apt a pupil!" And there is the precious bit of handwriting at the conclusion of a Shaw manuscript telling me that I deserve to die in the workhouse.

"There is plenty of hope," I replied.

"Shaw is the new type of alchemist," I observed. "How he transmutes postcards into gold."

"Why not find out what your holdings of Shaw stock are worth?" came the suggestion. "And while you are about it you might find out what an imperishable handwriting of other famous scribes is worth." My thoughts turned to the great pile of correspondence which I have received from famous people during the past twenty years.

I sought permission to sell Shaw's handwriting, and received a conditional assent. There was no objection to my selling provided I sold to one man only. It sounded as though some one was making a

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—

Bank, wire 1/11 1/2

Bank, on demand 1/11 3/16

Bank, 30 days' sight —

Bank, 4 months' sight 1/11 3/2

Credits, 4 months' sight —

2/— 1/2

Documentary 4 months' sight —

2/— 1/2

On Paris—

On demand 1197 1/2

Credits, 4 months' sight —

1272 1/2

On Berlin—

On demand —

On New York—

On demand 46 1/2

Credits, 60 days' sight 48 1/2

On Bombay—

Wire 129

On demand 129

On Calcutta—

Wire 129

On demand 129

On Singapore—

On demand 83 1/4

On Manila—

On demand 94

On Shanghai—

Wire 129

On demand 129

On Yokohama—

On demand 104 1/2

Gold Leaf, 160 fine (per tael) —

Sovereigns (Bank's buying rate) 10.00

Silver (per oz.) 25 1/16

Bar Silver in Hong Kong 3% Prem.

Copper Cash Nominal

Chinese Copper Cents 6% dis.

Hong Kong Sub. Coin 30 1/4% dis.

Hong Kong Sub. Coin. Par.

LONDON EXCHANGES

London, Yesterday.

Paris 124.15

New York 4.84 5/16

Brussels 34.135

Geneva 25.195

Amsterdam 12.06

Milan 92.675

Berlin 20.365

Stockholm 18.15

Copenhagen 18.205

Oslo 18.20

Vienna 34.53

Prague 163 1/2

Helsingfors 192 1/2

Madrid 34.125

Lisbon 108 1/2

Athens 575

Bucharest 818

Rio 5 87/64

Buenos Aires 47 1/2

Bombay 1/5 1/2

Shanghai 2/5

Hong Kong 1/11 1/2

Yokohama 1/10 3/2

Silvertown & For-ward 25 1/16

—British Wireless Service.

corner in the Epistles of St. Bernhard:

£20 Look

I went to talk to him about the present price of hero worship. I wanted to obtain answers to two questions. Whose handwriting he was buying and whose feted the most to-day?

He was a pleasant-faced little man, with the air of big business, and a twenty pound postcard look.

He occupied a sumptuous flat. There were a soft carpet, a soft couch, a claret that would have satisfied Gladstone's palate and multi-millionaire cigars.

"You are a private collector," I began. He dismissed the question scornfully. "How he transmutes postcards into gold."

"Why not find out what your holdings of Shaw stock are worth?" came the suggestion. "And while you are about it you might find out what an imperishable handwriting of other famous scribes is worth."

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I sought permission to sell Shaw's

handwriting, and received a conditional assent. There was no

objection to my selling provided I sold to one man only. It sounded as though some one was making a

feet and his mouth. There must be millions about. Have you bought many?" He threw up his hands. "Many! I've got three ships full."

He glanced towards a side room and immediately, in imagination, I saw an Aladdin's Cave.

"Pil Buy All the Shaws!"

"Shaw is the saiseable Super-

man," I suggested. "The Super-

man," he corrected, sharply. "I'll buy all the Shaws you've got."

"What about the letters of other

supermen?" I asked. I took out a

bundle of letters and read the

signatures rapidly—H. G. Wells,

Arnold Bennett, G. K. Chesterton,

Hilaire Belloc, and many more. He

swept them aside with indifference.

I handed him a blank sheet of

paper. "Write down," I said. "the

names of the celebrated people

whose handwriting you are buy-

ing."

He wrote down four names.

I glanced at the list—Shaw,

Kipling, Hardy,

"Is that all?" I said, with sur-

prise. "That's all," he replied.

"They are the four super-

men," I observed. He nodded.

Last Minute Interview

"What about your Shaw letters

and postcards?" I inquired.

"I have not brought them," I said.

"You gave me a last-minute in-

terview."

"Is there hope that you will bring

them when I return to London?"

he asked.

"Possibly."

But I have thought things over

since. I shall stick to the first

editions of famous handwritings in

my possession. When I die I shall

take Shaw's golden postcards with

Sport Columns

BARE LEGS

GIRL TENNIS PLAYERS
VOUGE

"GRUNDIES" SHOCKED

London, Yesterday.

The bare-legged vogue for girl tennis players, set by the South African, Miss Scott, when she was in England in 1927, is being taken up widely by British and American players—Wills and Cross played without stockings in Holland and France and now Miss Helen.

The Misses Jacobs, the runner-up to Miss Wills in the American championships, Miss Evelyn Colyer and Mrs. John H. H.宣布 that they will play in future without stockings.

It is asserted that this increases speed on the court, in addition to being more comfortable. The new fashion has evoked strictures from the "grundies," male and female. —Reuter.

SINGAPORE PLAYERS MEET LOCAL CHINESE

There was a large attendance at the Chinese Recreation Club yesterday to witness the unofficial Chinese tennis interport between Kho Hooi-hye and Ong Ee-kong, of Singapore, and two local Chinese. The exhibition was rather disappointing, however, owing to the players being ill matched. The opponents should have been shifted round, and then those who paid to see the matches would have received more value for their money. As it was, the matches were very one-sided, the winning players Kho Hooi-hye and M. W. Lo, winning in straight sets, and there was hardly any thrill in the exhibitions.

M. W. Lo showed all-round superiority over Ong Ee-kong in no uncertain manner, and with the latter's service inconsistent, Lo won rather easily by 6-1; 6-2.

Kho Hooi-hye, who had played for China in the Far Eastern Olympiad, justified his reputation as one of the best Chinese players. He played like a champion, featuring a terrific forehand drive which almost always had Ng Sze-kwong beaten. Kho won by 6-0; 6-3.

The Singaporeans will again be seen in action at the C.R.C. this afternoon when they will engage M. W. Lo and Ng Sze-kwong in a doubles match at 4.30.

The match which is most keenly locked forward to, however, will be to-morrow's match between Kho Hooi-hye and M. W. Lo.

GOLF IN CANTON

RESULT OF THE EASTER CUP FINAL

[From Our Own Correspondent.]

Canton, Yesterday.
In the final of the Easter Cup Mr. J. C. H. Bonbright (1) beat Mr. W. Sandstrom (12) by 5 and 4.

In the Monthly Bogeys for May, Mr. J. M. Walker was all square with bogey, thus qualifying for the President's Cup.

TUNNEY SUED

"IT MUST BE ANOTHER JOKE"

A FRESH DEVELOPMENT

Briony (Adriatic), Yesterday.
"It must be another joke," was Tunney's comment on the reported breach of promise suit.

"When I am sued I shall let my attorneys worry."

A New York message says Tunney's attorney has published an affidavit dated July 24 last year, signed by Mrs. Fogarty, making a "solemn declaration under oath" that Tunney was under no obligation whatsoever towards Mrs. Fogarty. —Reuter.

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FOOTBALL

ENGLISH TOURING TEAM IN S. AFRICA

AN INITIAL WIN

Cape Town, Yesterday.

The opening match of the tour of the English Association football was played here to-day when the visitors beat the Western Province by six goals to one. —Reuter.

BOXING

EXHIBITION AT THE JEENS' COLLEGE

SOME LIVELY SCRAPS

A very creditable exhibition of boxing and single-stick fighting, which spoke well of the excellent training of the instructor, Sergt. "Kid" Marriott, was given by students of Queen's College in the College Hall this morning.

Six boxing and one single-stick bouts were fought and some lively scraps were witnessed, the boys being in earnest from gong to gong and many hard knocks were exchanged in the best of sporting spirit, which, it was quite evident, had been well instilled into the young boxers by their capable trainer, a popular figure in local boxing circle in the "good old days" and still a lively "old horse," very handy with his fists.

All the boxing bouts were over the distance of three two-minute rounds, whilst in the single-stick contest three one-minute rounds were fought.

Willing Mixers

The first bout was a heavy-weight boxing contest between F. Abbas and Wong Wing-nin, both very willing mixers. The first round was pretty even, Wong playing a clever left whilst Abbas opened out with both hands. In the next two rounds Wong used both his hands to advantage and scored nicely. He left his body wide open, however, and Abbas failed to grasp his opportunity. He lost by a narrow margin of points.

Next two lightweights occupied the ring. They were E. H. Esmail and Wong Hon-yeo. Wong had the advantage of height and reach which he used well. Esmail was a lively little fighter, but he was too inclined to jump about, and was always playing for the taller boy's face when an attack on the body would have brought more results. The exchanges were so even, however, that extra time of half-a-minute had to be fought and even then the officials could not come to a decision and the bout was rightly declared a draw.

Chinese Nippers

Two little Chinese nippers next fought in the flyweight class. The young batters were Li Hau-wai and Chau Fook-yuen. There was a lot of fireworks throughout the three rounds, with a bit of pushing and wrestling thrown in for good measure. They both stayed the distance well, especially Li, the smaller boy who had his opponent puffing hard in the last round. Li got a very popular decision.

The single-stick bout was put on next, between Bashir Ahmed and O. R. Sadick. Points were scored only for cuts, thrusts being banned on account of the dangers of low moves. These two Indian boys gave a fine exhibition and at the close of the second round they were even with 12 points each. In the third round it was give and take right up to the gong when it was found that Sadick had won by the narrow margin of one point.

A welterweight boxing bout came next, the contestants being Cheung To-hi and Ip Hon-sun. Ip opened the first round flashingly but soon fell on the defensive and remained so to the gong when

CHEAPEST CLUB?

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BETTER COMFORT WANTED

At the annual meeting of the Victoria Recreation Club yesterday evening, Mr. W. Logan presided in the absence of the Hon. Mr. W. T. Southorn, C.M.G., who was unable to attend owing to a prior engagement.

Appeal for Support

The Chairman made an appeal for support saying that the furniture of the Club was in a rotten state, the comfort of the members was not looked after and that, without ready cash on hand, the premises had to do without a lot of paint.

"Something must be done," said the Chairman, "and that is why I intend to propose the resolution which will be put to the meeting to-night."

Before the business of the Club was dealt with, Mr. Logan requested the members to stand in silence for a few seconds in memory of their late Hon. Secretary, Mr. R. C. Witchell, who died last year.

The Chairman said that the Club buildings were in a fair state of repair, and as far as could be ascertained, free from white ants and dry rot. They were in need of a great deal of paint, and without monetary support, they could do nothing. The swimming bath was in good repair and the motor pump has apparently given no trouble since it was overhauled by the Dock Company.

They Are But We Are Not
Mr. Logan next stated, "Although the Club is in a very bad way financially we are not in debt. As a matter of fact we have in the circumstances, carried on very successfully. There are several Clubs in Hong Kong which are not nearly so successful. They are in debt and we are not. But apart from that we are in a different position. There is much to be done with our premises. The loss on our year's working is practically nothing, but we have to consider the future. We are fortunate that we have not lost money. But apart from all that we want to show a profit—a working profit."

the bout went to Cheung by a big margin, he having scored freely with both hands on face and body, practically without reply.

Two Heavyweights

The next bout brought together two heavyweights, O. el Arculli and Chu Wing-cheung, who was last year's school champion. At the open of the first round Chu scored nicely on Arculli, but soon the tables were turned and the Chinese was badly shaken when he stopped a couple of hefty lefts on the nose. He retired at the end of the round claiming that he could not continue because he was out of training.

The last bout was a welterweight mix-up between Pang Tit-cheung and Tong Tung-kai. The exchanges were lively in the first two rounds and there was little to choose between the boys, but Pang made a whirlwind finish in the third round, and taking the fight to Tong he secured the decision.

The officials were:—
Referee: Mr. G. W. Reeve.
Judges: Mr. D. M. Richards and Sergt. Marshall, K.O.S.B.
Time-keeper: Mr. H. G. Wallington.

Master of Ceremonies: Mr. J. C. Fletcher.
Boxers' Steward: Mr. Butcher.
Instructor: Sergt. "Kid" Marriott.

RACING

DERBY CANDIDATE REPORTED "ALL RIGHT"

London, Yesterday.

Cragdour's trainer stated that the horse had a strong gallop this morning, the work being in every way satisfactory, and that it is now quite all right. —Reuter.

The adoption of the report and accounts was seconded by Mr. P. W. Ramsay and carried.

From \$2 to \$3

The first proposal was that the monthly subscription be \$3 instead of \$2 for visitors; the next that the subscription for residents should be \$3 per month instead of \$20 per annum, payable in advance; and another that members if they have not paid their subscriptions for the previous month should be posted on the notice board. Hitherto it had been the custom only to post such members prior to the annual general meeting.

A change in Rule 19 was also proposed that a member be responsible for his subscription only up to the end of the month in which he resigns.

After some discussions it was ultimately decided that the proposals should be put into operation for one year.

A member suggested the popularising of the Club, by having lady members, holding fetes, etc. The Chairman pointed out the absence of funds and lack of a proper ballroom.

Was Mr. Cooke Serious?

Mr. Cooke asserted, "The Club fees have not been increased since 1913. It is the cheapest Club—for what you get—in Hong Kong. Where can you get another Club like this?"

Voting for officers then took place, the following being appointed for the ensuing year.—Chairman, the Hon. Mr. W. T. Southorn; Hon. Secretary, Mr. H. J. Stewart; Hon. Treasurer, Mr. H. Hyndman; Committee, Messrs. W. Logan, A. F. Silvano Netto, J. A. R. Soares, A. A. Alves, J. J. Edgar, S. A. Marcal, J. R. Johnstone, F. W. T. Ross and E. Wilson.



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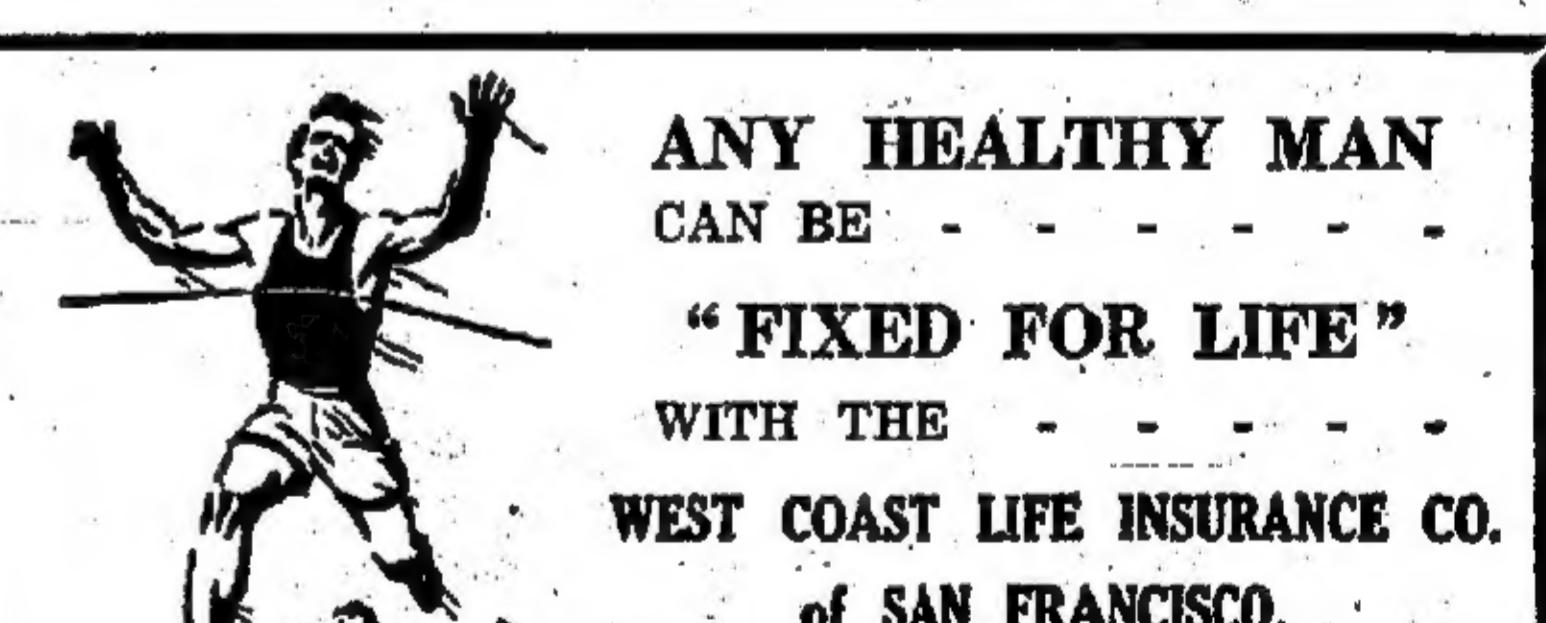
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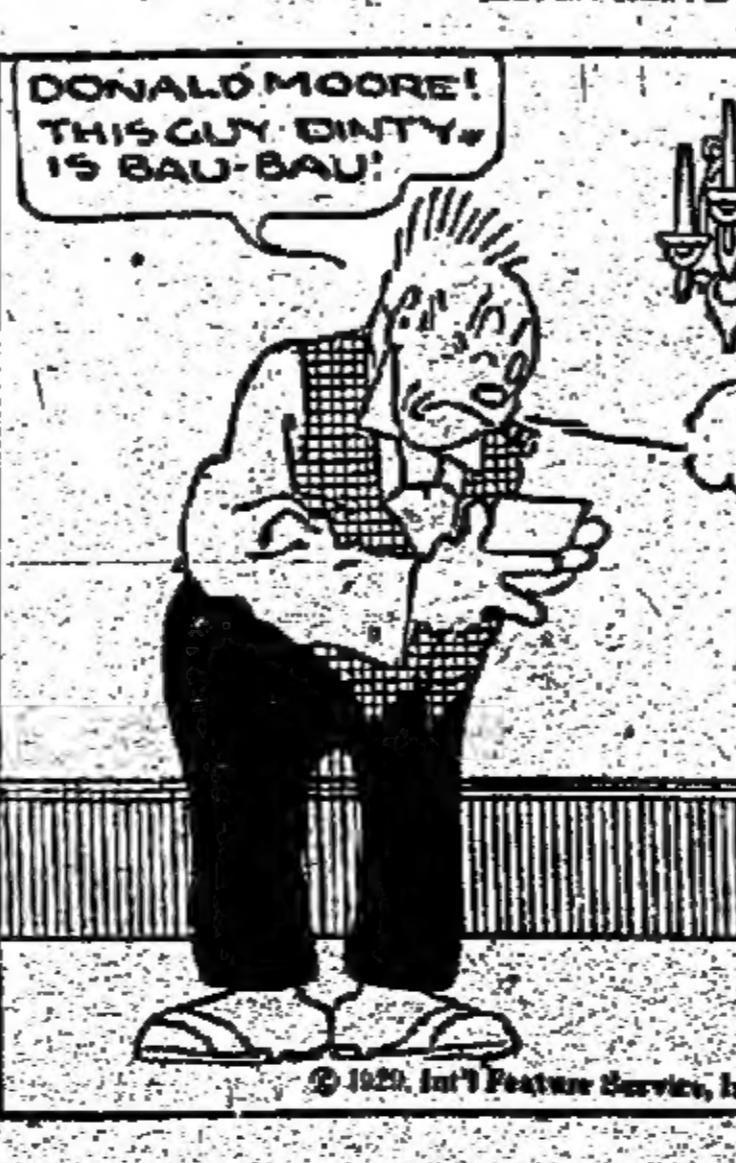
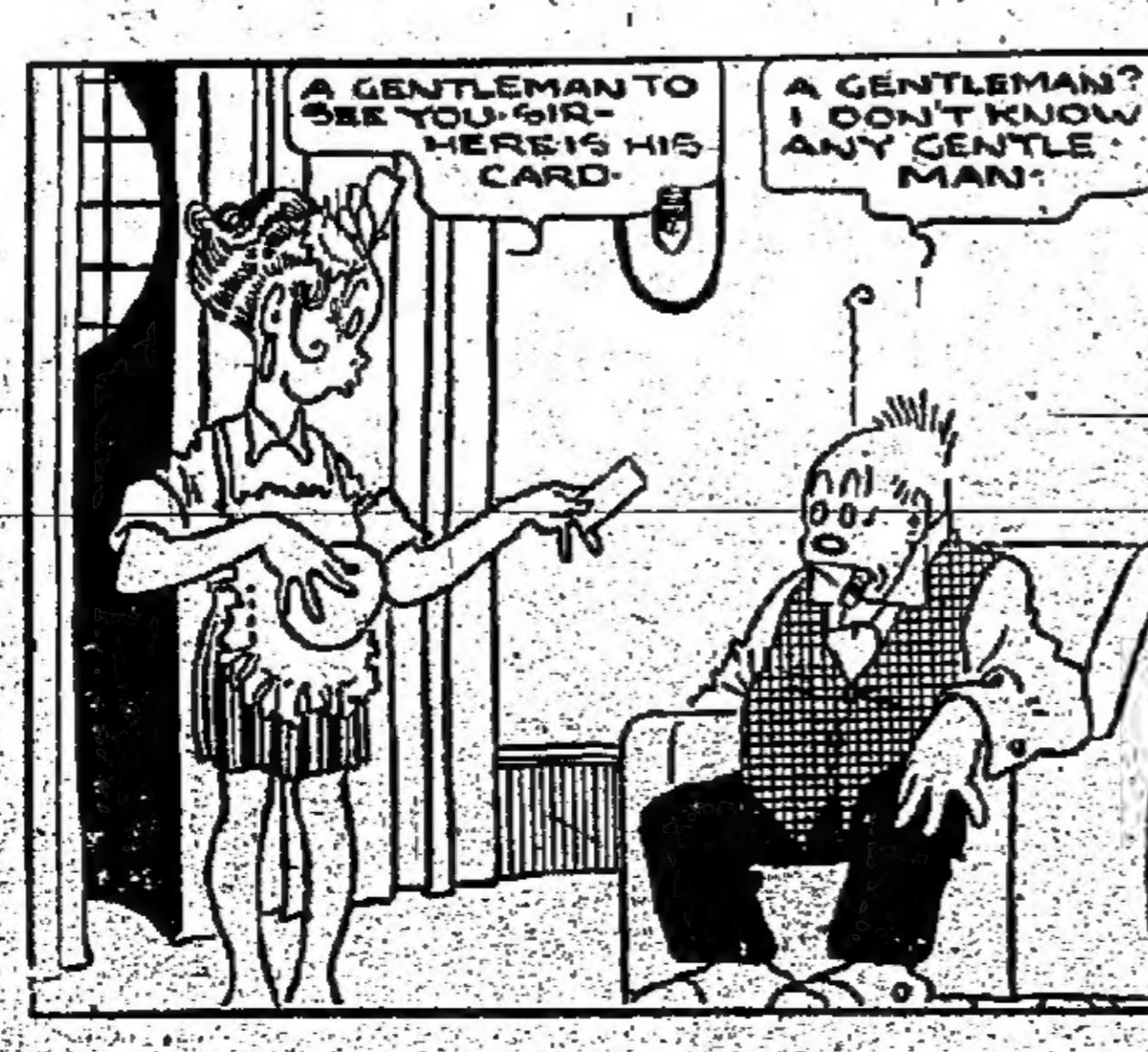
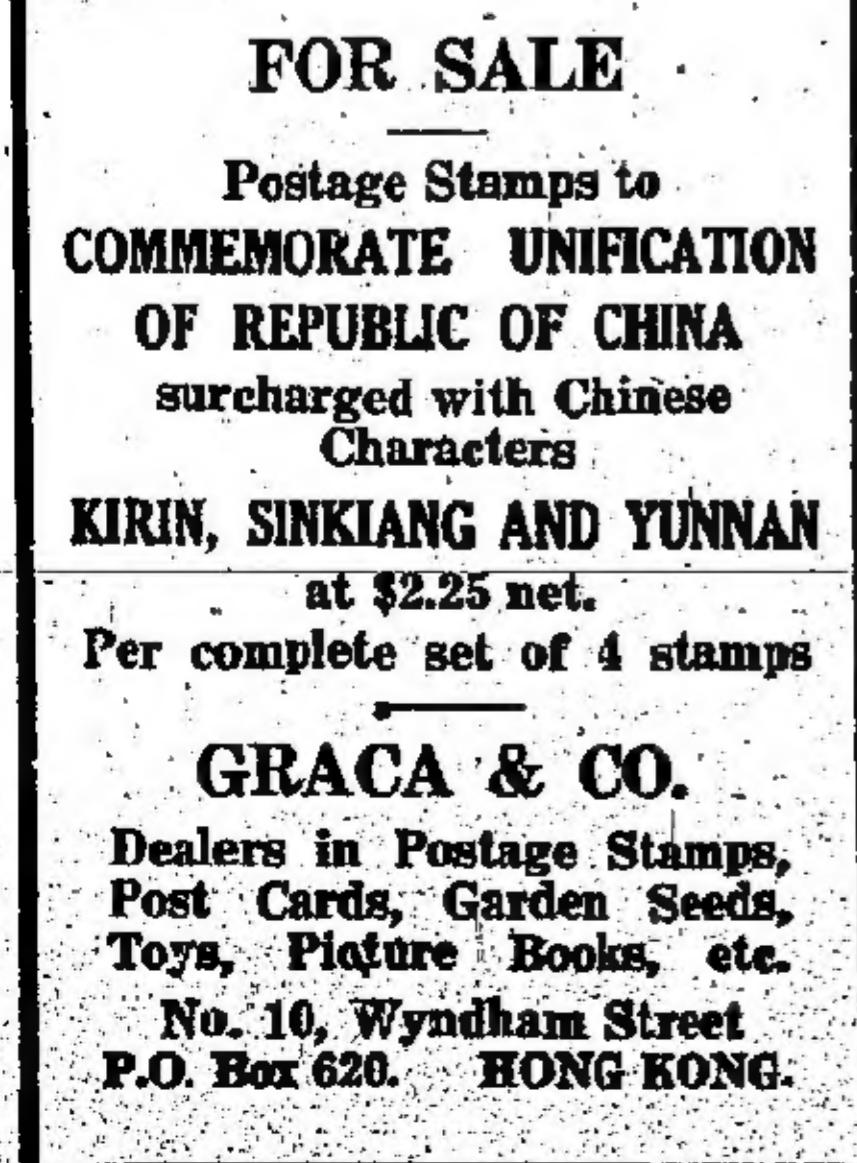
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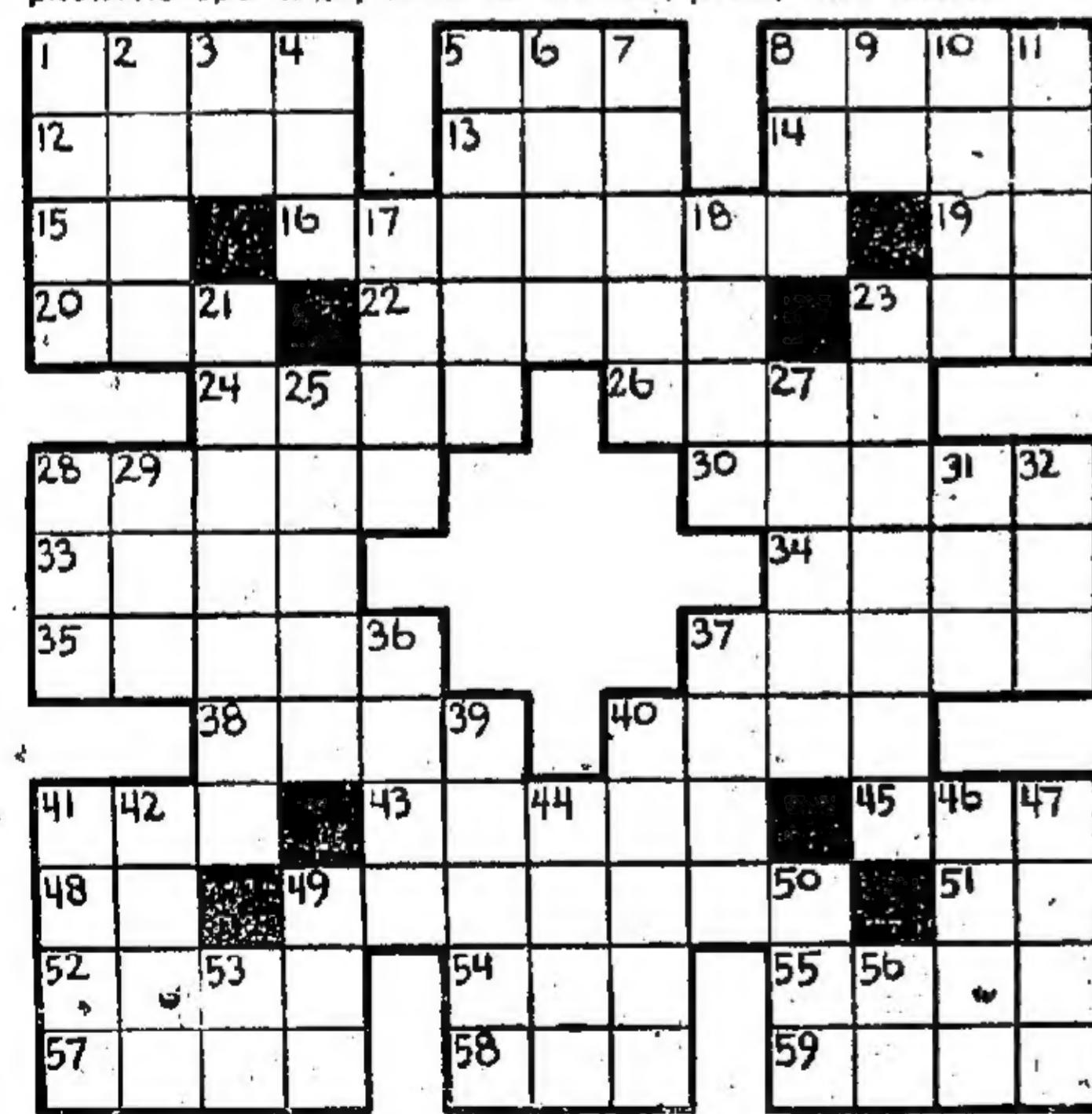
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as *hurhor*, *plow*, and *altho*.)



HORIZONTAL
1-A person of Dutch descent in Africa
5-Band
6-Suffix
12-Suffix, Pertaining to
14-Girl's name
15-Three-toed sloth
16-Body rubbing with hands
19-Treasurer (abbr.)
20-Reformed Church of Scotland (abbr.)
22-To flout (obs.)
23-Habitual drunkard
24-Hillside (Scot.)
26-Point of compass
28-One who ventures
30-More valuable
33-Barren
34-A narrow way
35-Awarded for bravery
37-Part of a line (pl.)
38-Are away little by little
40-Group
41-Golf term
43-Prank
45-Organ of hearing
(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

THE 18TH CENTURY
AN "ILL-USED IRISH WIFE'S" MEMOIRS

ANOTHER FANNY BURNAY

Next month, writes a special correspondent in "The Observer," Mr. Gerald Howe, the publisher, is to introduce to us a very naive young Irish woman of the eighteenth century, one Dorothea Herbert, daughter of a vicar of Currick-on-Suir, in the Waterford country. Dorothea—doubtless unknown to her family—appears to have had something of the spirit of Fanny Burney in her, and something of Jane Austen, too. She played Author very earnestly indeed, leaving behind her a homely tome of M.S. duly chaptered, with running heads, illustrated by her own hand, and title-paged (as monumentally as a tombstone): "The Retrospections of an Outcast or the Life of Dorothea Herbert Author of the Orphan Plays and Various Poems and Novels in Four Volumes Written in Retirement Adorned with Cuts."

What happened to the plays, novels, and so forth may never be known. Perhaps they were a prospectus rather than a prospectus. All that Mr. Howe has is one volume of biography, covering her life-story from her birth in 1770, to the fiasco of her first serious love affair, and terminating with 1806. "It has come to us," Mr. Howe explains, "from a descendant of the family who prefers not to have his name disclosed. The author's mother was a daughter of the first Lord Desart, and Lord Tyrone, afterwards Marquis of Waterford, was a cousin. There is not the least doubt about authenticity, for we have the original. The first half will be published first, the remainder in the autumn."

Dorothea made as much a book of herself as she could without the publisher's help. The faultless script, on faded antique paper, foolscap size, is carefully sewn and swathed in old linen. Among the amateurish water-colour illustrations is one, "The Author's Portrait," which displays a decidedly forthright young lady behind her pretty ribbons. She signs it Dorothea Herbert Roe, thus clinching her disappointed love romance by taking unto herself for posterity, the name of the man she ought to have married but didn't. She even enshrines herself as "Dorothea, Myself the loving but illusored Wife of John Roe, Esqr., of Rockwell Co. Tipperary, who after seducing My young heart from its Mansions of Peace most fraudulently and unjustly married another"—which accounts for the

"Outcast" of the title and much of the later theme of the memoir.

Mary And Bob

But what a wealth of intimate southern Irish life shines through these girlish pages, with their quaint observations and artless anecdotes!—racing, duelling, balls, tithe riots, rebellion, syllabus parties, abductions, the flirtations of an age when girls of fifteen and sixteen had to think seriously of marriage, if they had not married already.

My Mother was a famous Economist, as she was factotum to my Grandmother Lady Desart (my dead) but my father was far from being a careful Providence—however when she arrived at Carrick, she found her New

Abode most conveniently furnished—but in a Week, or fortnight

one Neighbour sent for his Chairs, another for his Tables, and so forth, till nothing remained but the bare Walls.

That is the manner of telling. It was an age, and a place, in which quite ordinary folk did preposterous things, always with a gesture or devilry or grace of humour.

There is old Mary Neal who dry-

nurses them all and lives for up-

wards of forty years without ever

stirring from the nursery window

where she sits damning them un-

mercifully for their boldness, while

patiently darnin their stockings;

Old Tim, the coachman, drunk

every night, turned off every morn-

ing, and as often retaken on prom-

ises of amendment never fulfilled:

Bob, the pantry boy, sacked regu-

larly once a month for impertin-

ence; George, the prettish boy, con-

stantly running away, searched for

at great cost, condemned to a flog-

ing and always forgiven on the

screams of "Miss Dolly"; Judith,

the cook, an unbearable scold; old

Bridget Sweeny, "whom ran Crazy

and fancied she had the Devil in

her Belly."

The Mute Curate

The young Herbert's idea of a childish prank is to get Old Mahony, the gardener's helper, to themselves, bully him into digging up a fine plantation of young laurels, replant them in the waste garret in earth carried up in their bibs and an old backgammon box, and eventually tear up the flooring and send the lobby ceiling underneath crashing down. When Dorothea goes to Bristol and Bath with her parents it is to return in a rough hulk of a trading vessel laden with "rotten eggs" and "stinking meat," and with a "dead Corpse" hidden under their bed, "for neither the Sailors or we would have relished such a Shipmate the former being always superstitious on such occasions."

The least fantastic of Dorothea's admirers (she being but fifteen at the time) is a mute curate who has "frantic, frantic thoughts" of her, tumultuous-behaviour, eyes which

fix on her with the strongest of emotions, and who eventually de-

parts the house leaving behind him a prodigious epic in rhymed cou-

plets bewailing the loneliness of

his heart; the least amusing of her

neighbours, a "very close" Archi-

bishop who often blows out the wax

lights before half his company

departs, sets the clergy a-trembling

at his nod, is always playing cards,

and, as guest at my Lord Town-

send's house (with his lordship

watching from behind a screen)

sneaks round every delicacy arrayed

for the company muttering to

each; "Please God, I'll eat a bit of you!" Suiting the action to the

word; furthermore, until his lord-

ship pops out and asks his Grace

what he has left for the rest of the

company!

She Thought That She Was Falling

Headaches and dizziness most often are symptoms of anaemia. Also frequently they are present in neurosis, or nervous exhaustion. In either condition Dr. Williams' Pink Pills are the right treatment, as in this American lady's case:

"Often I was so dizzy-headed that everything seemed to swirl around

me, and I thought that I was 'falling,'" says Mrs. Helen Short-sleeves, of No. 215, Park street, Malone, N.Y. "My head ached, there were black spots before my eyes. Pains across my back were so bad that I could hardly straighten up. I was nervous, had no appetite, my circulation

was poor, and often I could not sleep until morning.

"My mother had used Dr. Williams' Pink Pills with benefit, and so I decided to try them. Then soon my headaches went away and I could see that I was gaining strength. I felt encouraged and continued with the pills until the pains in my back disappeared. Now I sleep fine, get up in the morning full of energy, have no more dizzy and nervous spells. Dr. Williams' Pink Pills are indeed a wonderful blood builder and nerve tonic."

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DR. WILLIAMS' PINK PILLS.

Of chemists everywhere at \$1.50 per bottle, 6 bottles \$8. But be sure and ask for

DR. WILLIAMS' PINK PILLS.

Honoured for Service to Royalty

Walter Reginald Baker, C.V.O., former secretary of the Canadian Pacific Railway and the last surviving member of the original organization of the line, died on April 1, at his home in Montreal. Mr. Baker entered the service of the C.P.R. two days after the organization of the company in 1881 and retired at his own request on January 1, 1917. He was 77 years old.

During his thirty-five years' service with the C.P.R., Mr. Baker was assistant to the general superintendent, assistant to the president, assistant to the vice-president, and secretary. Previous to his association with the railway, he was private secretary and comptroller to Lord Dufferin, Governor-General, 1874-78.

Born in Norfolk, England, on May 26, 1852, Mr. Baker came to this country alone at the age of 13 years. The boy began to establish a career for himself early, and after passing through several stages of progress towards success, found himself, at the age of 22, private secretary of His Majesty's representative in the Dominion. Later he became attached to the Department of Finance and was assistant secretary of the Treasury Board at Ottawa just before the C.P.R. was organized.

In the historical organization of the railway, Mr. Baker was one of the principal actors. Before he died, the former secretary of the railway, Mr. George Stephen, said: "He was a man of great ability and a man of great character."

Following the instructions contained in his will, he was buried in a simple grave in the cemetery of the Canadian Pacific Railway, near the entrance to the railway station in Montreal.

There seated at a table was Donald Smith, later Lord Strathcona; George Stephen; later Lord Mount Stephen; R. B. Angus and Duncan McIntyre. The upshot of his interview was that the three figures you have heard of were the first official to be appointed, according to the account of the historical event as related by Mr. Baker.

Mr. Baker's Story

Duncan McIntyre, later vice-president of the company, was a member of the "syndicate" which had planned the organization of the C.P.R. He had made a promise to Mr. Baker some time before that, if the "Canadian Pacific

in his autobiographical account, "so, I said at once 'I will go wherever you want me to go.'

On the way to Winnipeg there were short stops at Chicago and St. Paul, where Mr. Baker had an opportunity of looking into the American system of railway accounts. A special train took the party to the West. Those with Mr. Baker were: A. B. Stickney, general superintendent, William Harder, assistant traffic manager, Joel May, superintendent, and F. C. Butterfield, master mechanic. "This party was the original traffic organization of the Canadian Pacific Railway," Mr. Baker recorded. "Before we arrived at the West," he continued, "Mr. Stickney declared that he wanted me to act as his assistant and I was accordingly appointed to the position of assistant to the general superintendent."

Mr. Baker related.

Following the instructions contained in his will, he was buried in a simple grave in the cemetery of the Canadian Pacific Railway, near the entrance to the railway station in Montreal.

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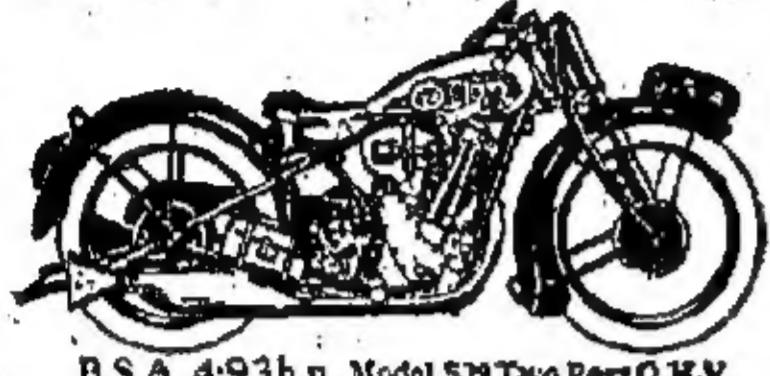
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B.S.A. 493 h.p. Model S2M Two Port O.H.V.
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"Elto" Outboard Motors are the
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in Outboard design, and whether
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Spare Parts
Batteries,
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Electric
Accessories,
etc., etc.

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MOTOR NEWS OF THE WORLD

Engineers Work on Cuban and Argentine Highways

Cuba and Argentina are both in the midst of extensive road building campaigns and have called on American engineers to construct many of their highways.

The Cuban Central Highway, which will be the longest in Cuba when completed, runs along the backbone of the island, a distance of 705 miles, and will link the capitals of all six of Cuba's provinces. The highway is to be paved its full length and will be about 20 feet wide with five-foot shoulders. The cost of constructing this Cuban highway, it is estimated, will run close to \$75,000,000.

Labour conditions present the most difficult problem to engineers in a foreign country. One country may have absolutely no facilities for making modern roads, but will have a mass of cheap labour that needs employment. Another may want to do all the work itself under the direction of supervisors from the contracting firm. Practically all want to have an active hand in the construction. About 8,000 labourers are being employed on the construction of the Cuban highway.

Tucuman, in northern Argentina, also clamours for American engineers to construct its roads. An extensive programme, calling for the reconstruction of the entire urban area of the city and all roads leading into it, is under way. Here in this town surrounded by mountains, many difficult engineering problems are encountered. The plan calls for an expenditure of more than \$4,000,000 on roads.

High up in the Andes mountains, 8,000 feet above sea level, Bogota, Colombia, needs engineering advice. To construct this country's roads engineers are confronted with a long trip up a river, two portages, more river, and then a winding, narrow-gauge train journey. Material is transported with difficulty.

It is a splendid example of a city that is eager and able to do its own work. The only outside help has been road-building supervisors and the necessary machinery with which to prepare and lay the proper pavement. The labour is almost exclusively local.

Bus Transportation Growing
While people the world over are buying automobiles for their per-

"NEVER AGAIN"

MOTORIST ON HIS 132 M.P.H. CAR DASH

"It was the most alarming and unpleasant experience I have had. I shall never do it again unless I have ideal conditions."

This is how Mr. Kaye Don summed up his record speed race in a galé at Brooklands. He attained an average speed of just over 132 miles an hour in one lap—a speed greater than any reached on the track since it was built 22 years ago.

At the fork of the track near the sheds a terrific gust of wind caught his car broadside, and hurled it across the track. He righted the car, and went on to complete the record lap.

"It was the worst drive I have ever had," he said. "It was a thrill when I was blown across the track. It got my car on the side and sent it right round. I had a big job to rectify it, because I was probably travelling then at 135 miles an hour."

"I had gone some distance before I could get it under control. I had gone right off my course, and had to get back on the top of the track. When I was travelling with the wind behind me on the Byfleet bank, I must have been doing 145 miles an hour."

"The wind made the car do some curious things. It swerved from right to left, and at first I thought something must be wrong, but I put it down to gusts of wind catching me first one way and then another."

"I think my speed is very close to the highest which the Brooklands track will allow."

COSTLY MOTORING

CAPT. CAMPBELL'S SEARCH FOR A BACKER

Verneuk Pan, April 24.

The costliness of attempts on the motor speed record is strikingly illustrated by the statement of Capt. Malcolm Campbell that the "Bluebird," which cost over \$20,000, was valueless, except perhaps the engine. He said he had always financed all his cars with his own resources.

"I race for the fun of it, not for money," he declared, "but these big expeditions are becoming too much for any individual who is not a very rich man." He added:

"If anyone in Great Britain or South Africa will finance an attempt in 1930, with a new car designed with my assistance, I will guarantee as far as is humanly possible, to break the motor speed at Verneuk Pan, if I do not do it at present."

**QUICK AND
EFFICIENT
REPAIRS**

FIAT GARAGE
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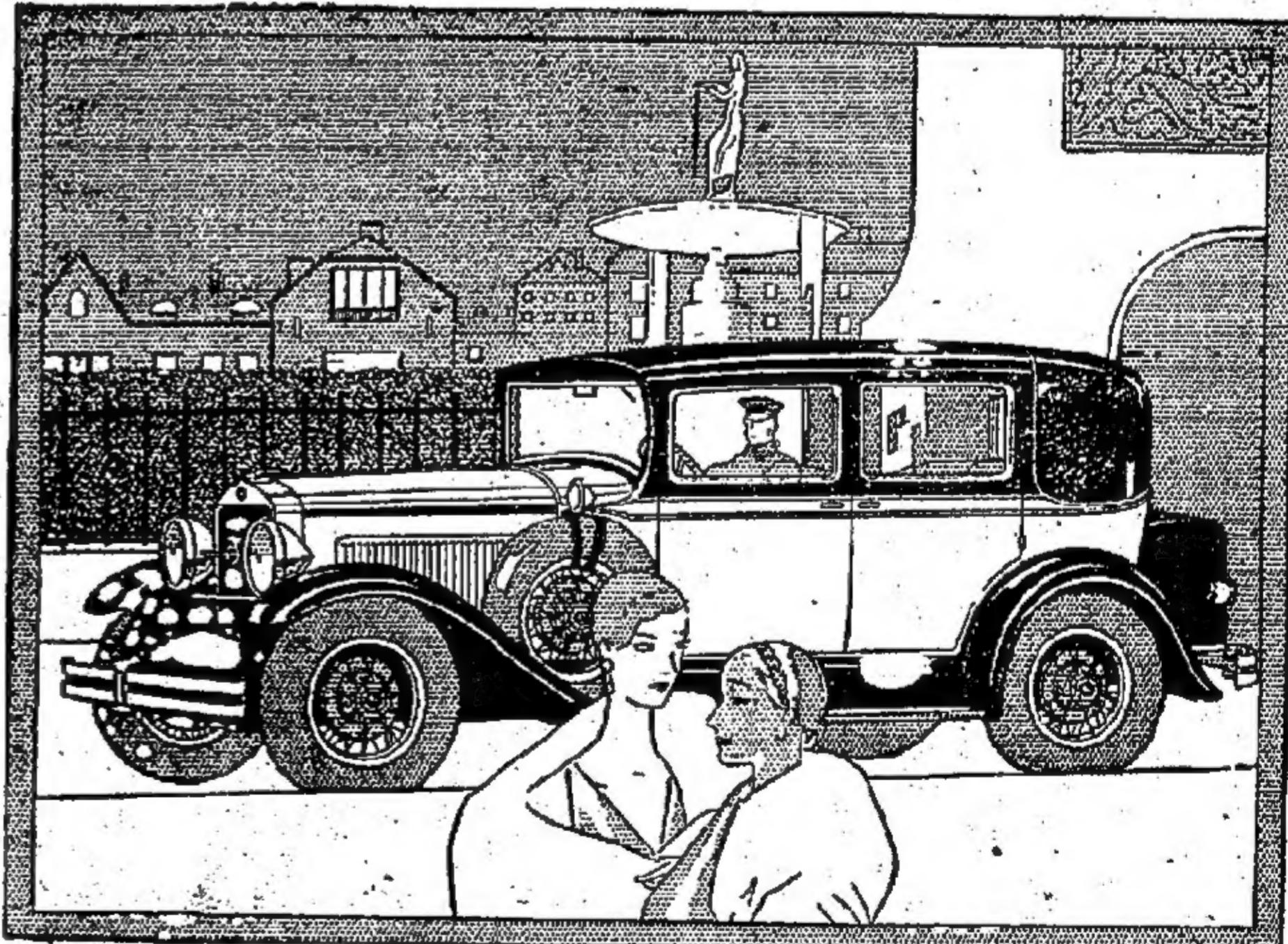
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GARGOYLE

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**EVERYTHING
you enjoy in a car
at a price you enjoy paying**



STUDEBAKER'S NEW COMMANDER EIGHT BROUGHAM — Six wire wheels and touring trunk standard equipment. Non-shatterable safety-glass windscreen.

THIS great new Studebaker Commander Eight offers you everything you enjoy in motoring. The beauty of low, graceful, curved lines...glistening chromium plating and distinctive new colour combinations that mark tomorrow's mode. The luxurious riding comfort of new ball bearing spring shackles and hydraulic shock absorbers. Performance of the thoroughbred calibre which has won for Studebaker 11 stock car world records and 23 international records.

A specially designed trunk fitted with three cases is mounted at the rear. The front seat, steering wheel and pedals are adjustable to your preference. Two extra wire wheels are locked in front mudguards. The new Commander is available also in six other body types varying from a convertible cabriolet to a family sedan.

You might easily estimate the cost of this new champion Commander Eight much higher than Studebaker's price—nearly a score of sizes cost more.

Studebaker's Four Lines —
Studebaker builds four great lines of cars — The President Eight (50,000 miles in 26,224 minutes); The Commander Eight; The Commander Six; The Commander Six Sedan. The President (1000 miles in 914 minutes). Each is backed by Studebaker's 12-month guarantee.

Prices Range from H.K.\$2,320 to H.K.\$6,140.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

STUDEBAKER
BUILDER OF CHAMPIONS

NEW FEATURES

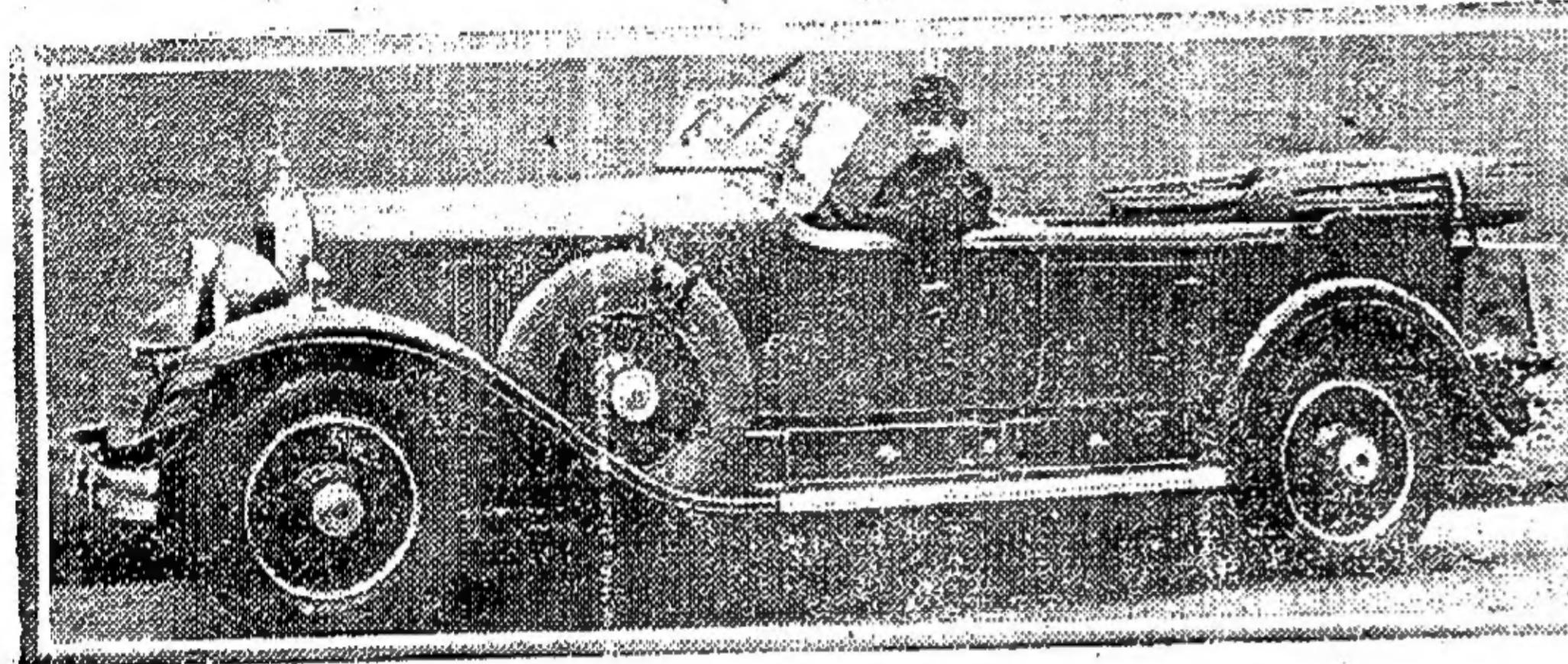
CADILLAC CAR'S NEW TRANSMISSION

Among the new features of 1929 Cadillac and LaSalle cars, the syncro-mesh, silent-shift transmission is outstanding because of its direct and immediate effect on driving ease. General Motors engineers say it ranks in importance with the self-starter, introduced by Cadillac in 1912 and the balanced crankshaft, produced in 1923.

Owners of the new cars have found that this transmission makes gear shifting as easy as steering. The control lever is moved into precisely the same positions for various gear combinations as formerly. There are just two motions—de-clutch and shift. The shift is made easily and silently. There is no clash of gears.

Back of its simplicity in operation is the story of a young man from Oregon who spent several years developing an idea, others in convincing the industry that the idea was good, and then more years with Cadillac and General Motors engineers in making his

RACING DRIVER CHOOSES CADILLAC



Major H. O. D. Seagrave, who recently established the world's speed record of 231 miles per hour, with his Golden Arrow at Daytona Beach, Florida. Major Seagrave is seen here in a Cadillac recently purchased for his own use.

dream a practical manufacturing possibility.

There is another story also—that of a million and a half car miles of test for the new transmission at the General Motors Proving Ground, Milford, Michigan, before it was adopted for use in a Cadillac or LaSalle car.

Earl A. Thompson, until 1924, a consulting engineer of Portland, Oregon, is the originator of the new transmission.

In the days when automobiles were not the easy-riding, easily controlled vehicles they are today, Thompson was taken with the idea of how much better it would be to have gears a driver could shift easily and silently.

Anything so fundamentally important in motor car operation must prove itself beyond doubt. From Cadillac's viewpoint, there was the long and brilliant record of engineering achievement to be supported and enlarged. While the company has pioneered some of the most basic and radical contributions to automobile progress, it has never accepted anything new without the most severe and exacting tests and proofs.

RELIABILITY TRIALS

RESULTS OF KUALA LUMPUR MEETING

Kuala Lumpur, May 6. Yesterday's motor cycle reliability trials under the auspices of the Motor Cycle Club were a complete success, fine weather prevailing. With the exception of five all entrants competed. They were despatched from the starting point in Batu Road in pairs at intervals of one minute. The total distance of the trial was 55 miles and the time allotted was two and three-quarter hours.

The best performances were by Rex Duncan on a New Imperial, J. T. Avery on an Ariel and Lee Soon Lee on a B.S.A. The team prize was won by the Petaling Tin team, comprising F. Ruston on a Rudge, R. Robinson on a Norton and B. H. Oliver on a Scott. The New Imperial team came second. J. T. Avery was placed first in order of merit.

The Petrol Ramp

In the discussion that has been going on about the latest rise in the price of petrol too little attention has been directed to the fact that the motor cycle is the most economical of all vehicles, says "Motor Cycling." Actually, the increase does not really mean very much to many of us, whereas the car owner, even if he runs quite a small vehicle, has been badly hit, at any rate if his income is on the small side. So great, in fact, is the difference in running costs between the car and the motor cycle that the petrol ramp may well have the effect of making many car owners of moderate means take once again to two wheels or three.

PIERCE-ARROW

COMBINATION WITH STUDEBAKER

Formation of the Studebaker Export Corporation on April 11 is announced by Mr. A. R. Erskine, President of the Studebaker Corporation and chairman of the board of the Pierce-Arrow Motor Car Company. The new corporation will conduct affairs and direct the sales of Studebaker and Erskine passenger and commercial cars and Pierce-Arrow automobiles in the overseas markets.

This combination brings together two of the oldest firms in American industry, with histories ante-dating the automobile era.

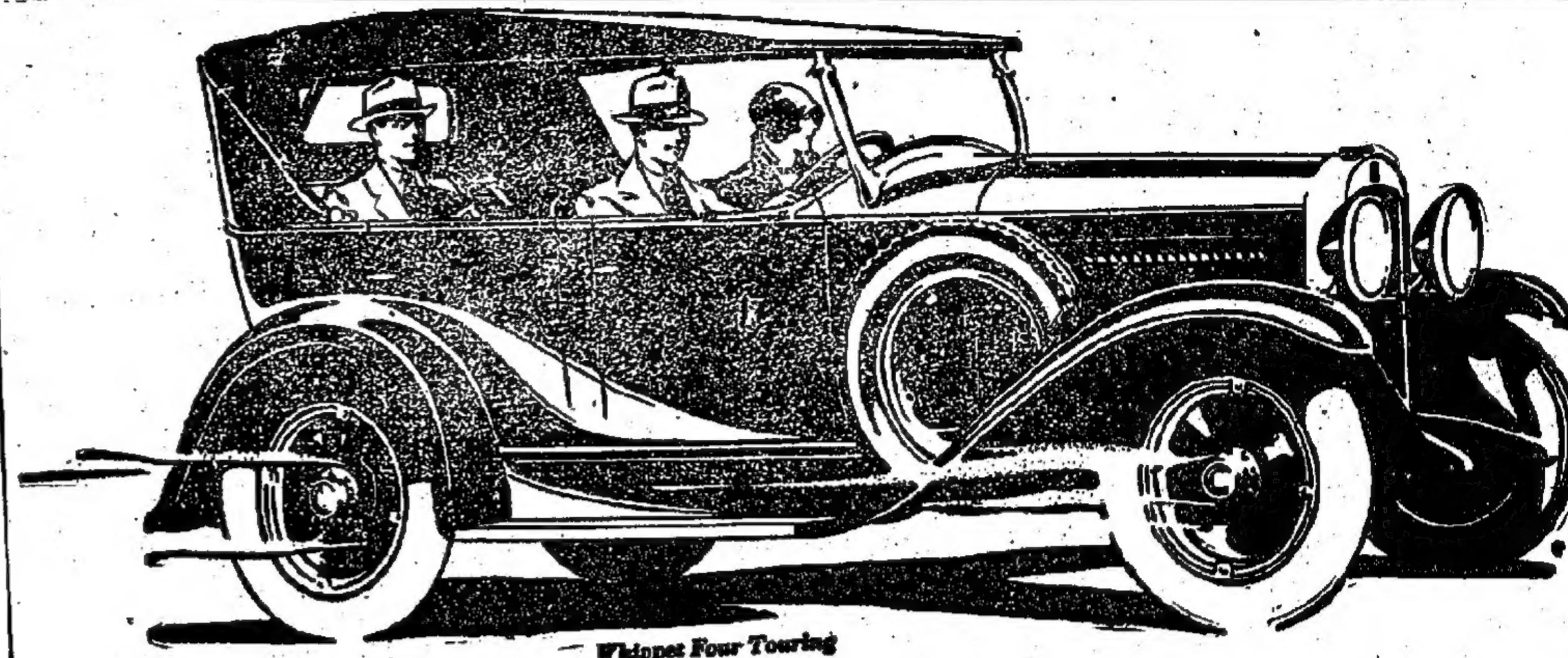
Both Studebaker and Pierce-Arrow are pioneers in the manufacture of automobiles, building their first cars in the early years of the twentieth century.

Officers of the Studebaker

Pierce-Arrow Export Corporation are: P. G. Hoffman, Chairman of the board; H. S. Welch, President; J. L. Overlock, Vice-President; H. E. Dalton, Secretary; E. L. Lumier, Treasurer. Because of

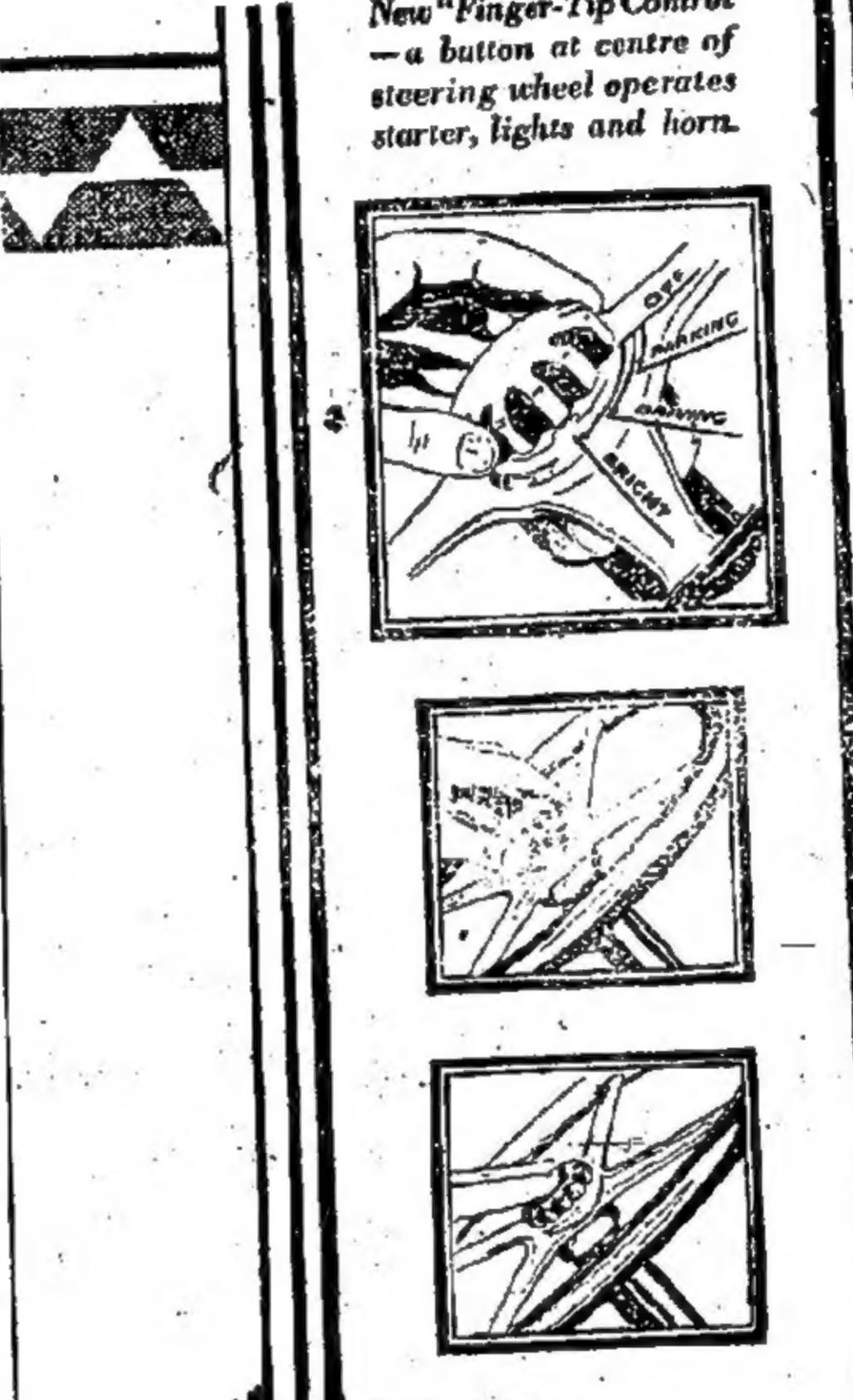
than a million and a half.

COSTLY CAR BEAUTY . . . COSTLY CAR ENGINEERING in the low-priced WHIPPET



Whippet Four Touring

LOWER COST OF OPERATION



THE new Superior Whippet makes the beauty and style of costly cars available at a low price. Graceful lines, rich colours, longer bodies, higher radiator and sweeping one-piece full crown fenders all contribute to Whippet's trim, smart appearance.

In engineering, the new Superior Whippet can be compared only to cars of much greater cost. Important advantages include a higher compression engine, silent timing chain, full force-feed lubrication, Nelson type aluminum alloy invar-strut pistons, big four-wheel brakes.

Dependable performance and low consumption of oil and petrol make the new Superior Whippet a decidedly economical car to operate. See the Whippet at your nearest Willys-Overland dealer.

All prices and specifications subject to change without notice.

The new superior WHIPPET FOUR

Garage and Service Station:
Messrs. Duro Motor Co., Ltd.
Telephone K. 226.
128 Nathan Road, Kowloon.

WILLYS - OVERLAND FINE MOTOR CARS



Agents:
Messrs. Gilman & Co., Ltd.
Telephone C. 290.
4A Des Vœux Road, Central.

WILLYS - OVERLAND FINE MOTOR CARS

MECHANISATION

THE NAPOLEON OF THE FUTURE

"MAY BE IN A GARAGE"

For two years a mechanized military force typical of the armies of the future has been experimenting on Salisbury.

This was revealed by the Director of Staff Duties of the British Army, Major-General C. Bonham-Carter, who told a reporter that he believed we were now ahead of any other country in the world in our knowledge of military mechanization.

"As the result of secret experiments, a date has been obtained," he said, "to enable the War Office to issue to Staff and regimental officers a book which may be regarded as the first official military handbook of the army on wheels and caterpillar tractors.

"The experimental armoured force has now been disbanded, as its vehicles are required for other experiments."

Major-General Bonham-Carter agreed that the Napoleon of the future might to-day be wearing overalls and working in a garage.

It is hoped to have a mechanized brigade in this year's manoeuvres.

Chevrolet Truck Does Its Bit In Persia



An average freight and passenger load starts from Teheran for the interior of Persia. This Chevrolet truck is one of many that are in constant use in the Near East.

MORE MILES PER GALLON.

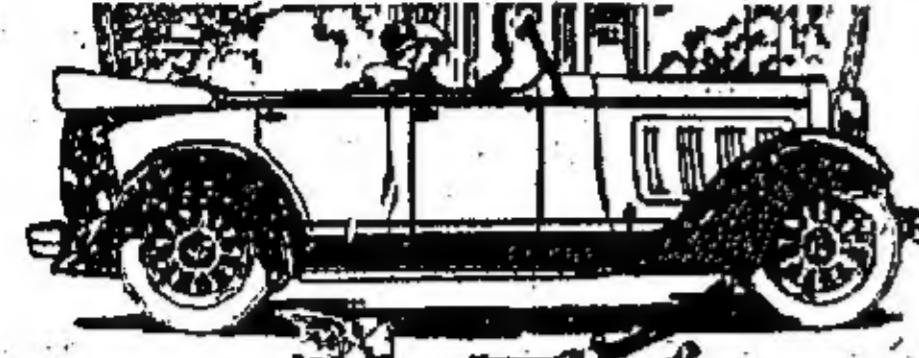
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LANE, CRAWFORD LTD.

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ARE THE BEST FOR SUMMER.

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THE VICTORY SIX

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TRY IT AND SEE FOR YOURSELF.

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33, Des Voeux Road, Central,

Telephone C. 5644.

RIDE A MONET & GOYON FITTED WITH M.A.G. ENGINE

Outstanding Achievements of This

FAMOUS ENGINE

The Most Difficult and Dangerous

Race in France

THE HILL CLIMB DE LA TURBIE

175 c.c. 1st, 2nd, 3rd, 4th, 5th

All on M & G.

250 c.c. 1st on M & G.

350 c.c. 1st on M & G. M.A.G. engine.

500 c.c. 1st on M.A.G. engine.

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SIDECARS.—

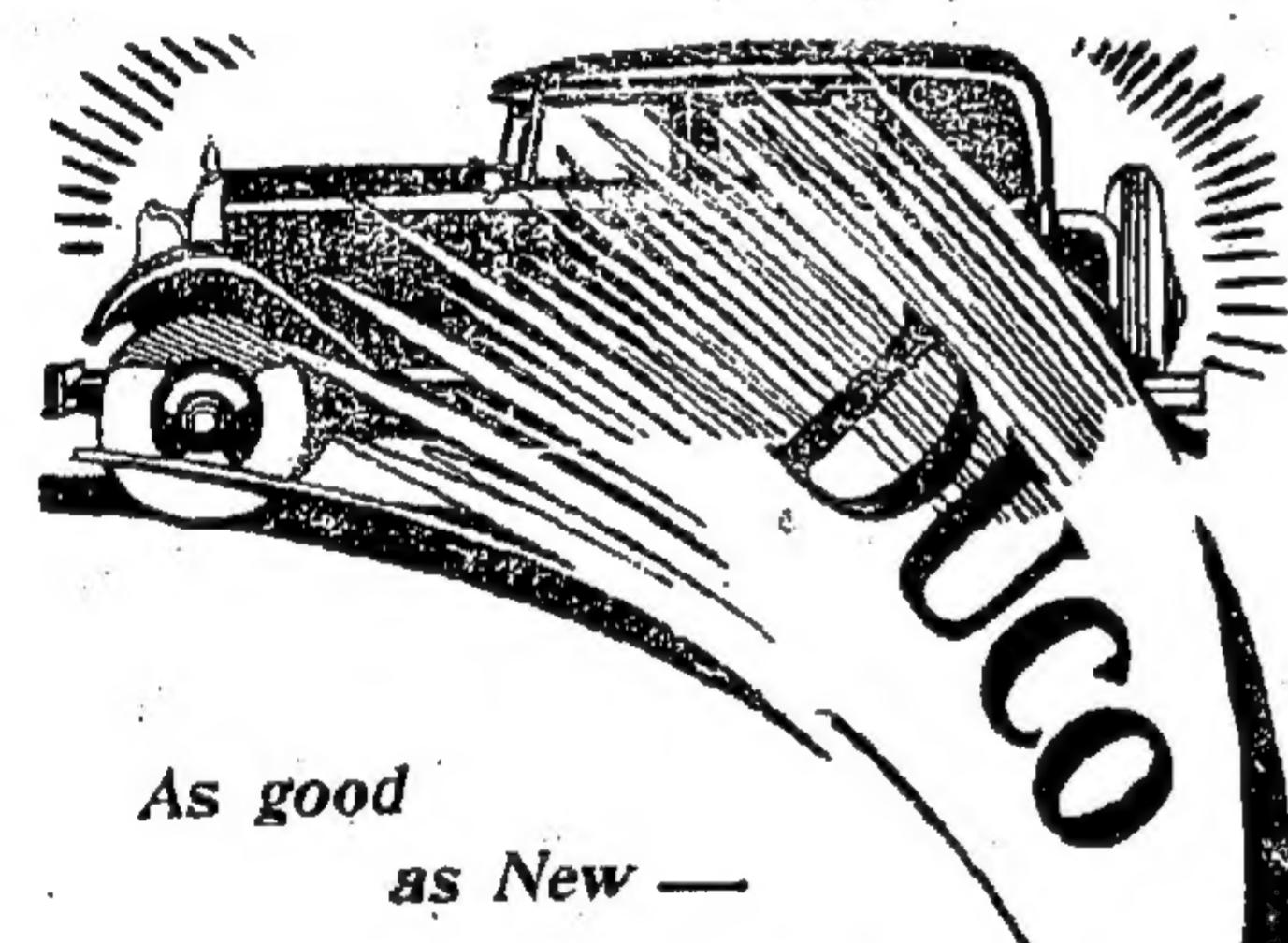
350 c.c. 1st on M & G. M.A.G. engine.

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Easy Payments Arranged.

THE FRENCH MOTOR CYCLE CO.,

46, Nathan Road, Kowloon.

As good
as New —Let us renew the original beauty of
your car with an expertly applied
DUCO finish job. Then she'll look
as good as new.

Full particulars from

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Road C.

Telephone C. 1219 & C. 6252.



CAR LICENCES

RESPONSIBILITY FOR PROPER DISPLAY

Ipoh, May 3.

An interesting case under the new Vehicles' Enactment came up for hearing in the local court, when Mr. S. H. Lewis, a solicitor with Messrs. Adams and Allan, was charged with failing to have his motor-car licence exhibited according to Rule 6 of the Vehicles' Enactment.

It appeared that Mr. Lewis was not present when the car was examined and, therefore, according to law was not liable. There was nothing in the enactment to throw upon him liability. It was also

contended that the enactment was not clearly worded.

The Magistrate, in acquitting defendant, remarked that it was rather doubtful if Mr. Lewis was liable. The wording of the rule did not show clearly who was responsible for the proper display of the car licence.

105,000 Motor Prosecutions

In the six months ended December there were 105,050 prosecutions against motorists in England and Wales. Of these 3,910 were for exceeding the speed limit. Fines amounting to £97,603 were imposed for 88,549 motoring offences. These statistics are given by Sir William Joynson-Hicks in Parliamentary papers.

CAR MARKETS

INVASION OF EUROPE BY AMERICA

FIGHT FOR SUPREMACY

In the article printed below, the New York correspondent of the "Daily Mail" shows that the fight for all the motor-car markets of Europe on which Mr. Henry Ford and Mr. Alfred Sloan, president of General Motors, are believed to be embarking, is regarded as an invasion of Europe by the entire United States motor-car industry.

In his fight Mr. Sloan will have the support of the 80 other millionaires who are interested in General Motors, the £800,000,000 company which recently bought the Opel works at Russelheim, Germany, for £6,000,000.

"The American motor-car industry has assumed responsibility for the prosperity of the country," said Mr. Alfred Sloan, president of the General Motors' Corporation, in commenting recently upon the fact that this gigantic enterprise absorbs 10 per cent. of America's 115 millions.

Here in a sentence is the explanation of the great activities that Mr. Henry Ford, Mr. Sloan, and the other American manufacturers are showing abroad. The prosperity of the United States must be maintained and increased, and with Americans made "motor minded" by Mr. Ford, the world beyond must now be conquered. If this can be achieved, Mr. Ford and Mr. Sloan are the two Americans capable of the task.

To those in the know, Mr. Ford looks as an even more masterful personality to-day than when he was supplying the "Lizzie" to all America. Visit the big towns throughout the United States and you find that the new Ford motor-car is outdistancing its competitors at the rate of two sales to one. Experts will tell you it is quality that sells.

13,400 Cars a Day

When Mr. Ford closed his Detroit works in May, 1927, pessimists croaked gloomily that the industry's "grand old man" had passed the peak of his career. To-day he has nearly 130,000 employees on his Detroit pay roll and is turning out around 7,400 cars a day—the famous made T only ran to 5,000 a day. From the point of view of man economy some experts are comparing Mr. Ford's staff and its output with the 60,000 employed by General Motors in the production of the Chevrolet at a rate of 6,000 cars a day—half the number of workers with almost the same output.

One interesting explanation of Mr. Ford's large staff is that he is upholding his ideal or maintaining and diffusing prosperity among the working people, but the question sometimes asked is whether such idealism is good business in face of modern competition. General Motors also considers its employees, and recently took out the largest insurance contract ever issued in business history. Its policy was for £80,000,000, covering its 200,000 employees who for £s. a month receive £400 life insurance and sick benefits to the extent of £2 a week.

Everything in modern American business is done on a large scale. When the General Motors executives visit their Detroit plant they find within the building a complete hotel ready to serve them until they leave the city.

Fords for all Lands

The European rivalry of Mr. Ford and Mr. Sloan is regarded as an invasion by the entire American motor-car industry. American sales in Europe this year are already designed to reach a total of 250,000 cars.

Mr. Ford is now busily planning his new Moscow plant, which will have an output of 100,000 cars a year, and when all his European assembling and manufacturing plants are operating Ford companies will be busy in England, Ireland, France, Germany, Belgium, Spain, Denmark, Italy, Sweden, Finland, Holland, and Turkey. Distribution from these centres will carry Ford cars and tractors to Egypt, Palestine, Syria, Arabia, Iraq, Prussia, and Afghanistan. No wonder General Motors is fighting Mr. Ford on the battlefield of Europe.

If Mr. Sloan succeeds in purchasing Citroen, it will be a tremendous victory. The French company is scheduled to make 80,000 cars this year, chiefly for the French market. Citroen's absorption would relieve the Sloan organization of the extreme pressure now being brought to bear on the Chevrolet car by both the new Ford and the Citroen car.

Men Who Live For Work

Mr. Ford's policy in England of admitting general dealers into the circle of his salesmen is recognized as a master stroke of business, enlarging his opportunities and removing the antagonism in the trade, felt when the dealer is obliged to take the Ford and Ford products to the exclusion of all other business.

In their battle for supremacy, Mr. Sloan and Mr. Ford have one quality in common—each lives for the work to which he has set his hand. Mr. Sloan has no hobbies. He found that even golf bored him. His week-end is devoted to rest, but he needs no mid-week off days to cultivate an outdoor hobby. Tall, broad-shouldered, and with a long mobile face, he looks the picture of health, but it is gained in the exercise of his work, not in the field of sport.

New York is especially proud of "silent" Sloan as they call him, for he is a native of this city.

KINYANJU'S CAR
PREFERRED LOW GEAR FOR THE NOISE

The death has occurred at the age of 65 of Kinyanjui, the Paramount Chief of the Kikuyu tribe. Kinyanjui was a notable personage; probably the most remarkable native in East Africa since the death of the Uganda Regent, Sir Apolo Kagwa.

He used to lead his spearmen in tax-gathering expeditions, returning with goats galore, and taking census of huts by means of notches on sticks. The Kikuyu, unlike most other Bantu people, had no hereditary chief, so when the then acknowledged chief was deposed for misbehaving himself he had to exercise more responsible care.

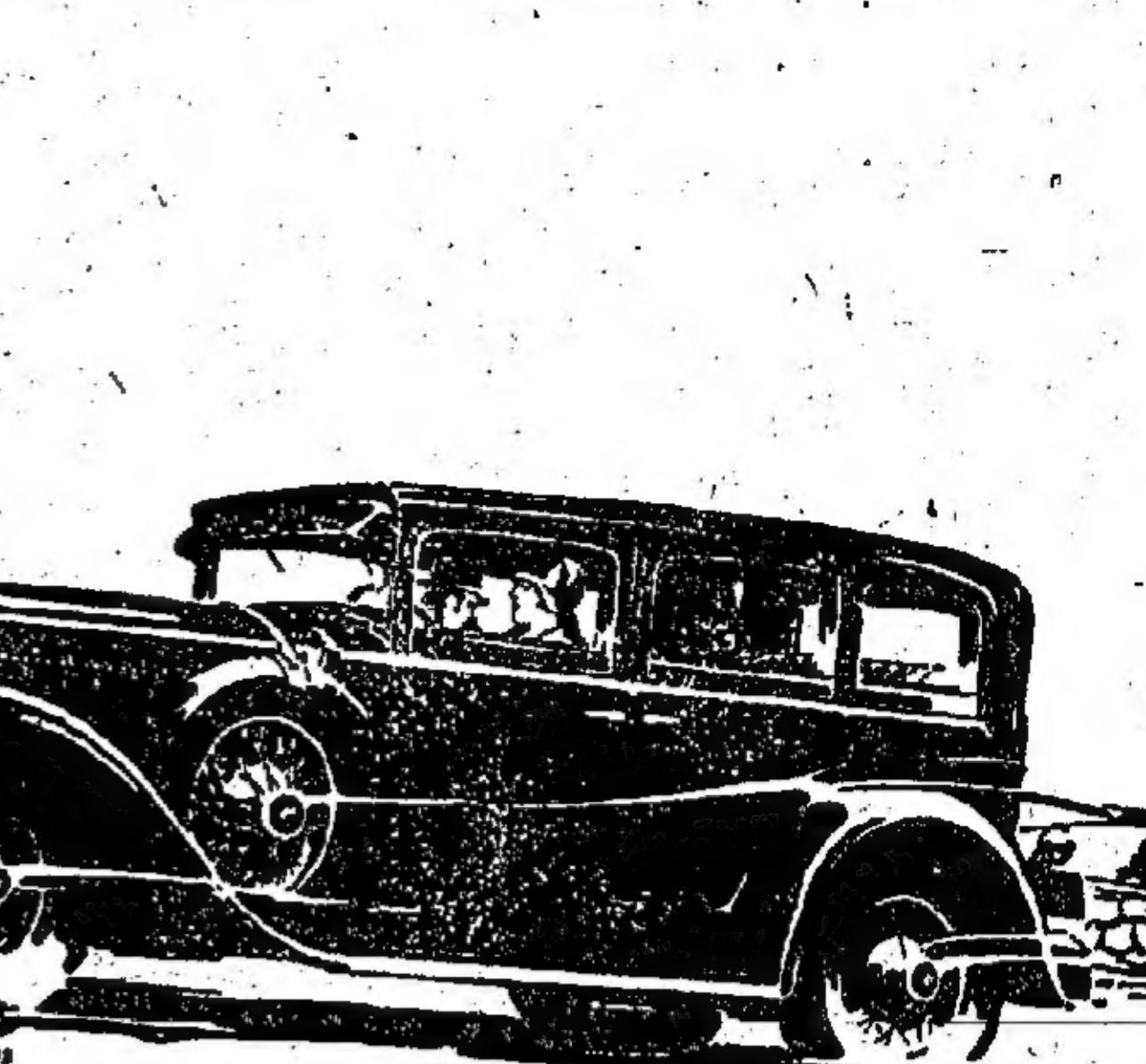
Evidence was given that Jane Manning, 73, of Ringshead-road, Caxford, had just left the Post Office at Rushey-Green, after drawing her old age pension, and was putting the money into her purse while crossing the main road, when she was knocked down.

The jury returned a verdict of death from accidental cause, and added a rider to the effect that the driver of the car, Ada Mary Thompson, 21, of Plough-lane, Wallington, should have exercised more reasonable care.

The coroner said that he understood that Miss Thompson had an Airedale dog on her near side, which, he considered, was very wrong for a motorist. He also felt sure that she had lost her head in the emergency. Any person who drove a motor-car had a great responsibility and undertook a great risk. People could not go about the streets killing persons.

Miss Thompson said that she was driving at ten or twelve miles an hour. She saw the old woman crossing the road and sounded her horn, but she took no notice. Witness could not draw to the near side to pass behind her because of shopkeepers in the road, so she turned to her off-side, hoping to pass in front of the woman, applying the brakes as she did so. The near-side wing of the car caught the woman.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. C. 2173.



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match Buick power,
getaway, swiftness
and stamina against
any other automobile.

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WITH MASTERSPIECE BOODIES BY FISHER

THE DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

DOG IN CAR

The coroner (Dr. W. H. Whitehouse) at a Deptford inquest commented on the fact that the woman driver of the motor-car involved had a dog with her at the time of the accident.

Evidence was given that Jane Manning, 73, of Ringshead-road, Caxford, had just left the Post Office at Rushey-Green, after drawing her old age pension, and was putting the money into her purse while crossing the main road, when she was knocked down.

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BUYERS' GUIDE

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CADILLAC.—Hongkong Hotel Garage, Queen's Road. C. 4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C. 4759.

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STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.

VAUXHALL.—Lane, Crawford, Ltd.

WHIPPET.—Gilman & Co., 4a, Des Voeux Rd. C.

WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C. 1247.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.

REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.

WILLYS-KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C. 1067.

NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C. 4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K. 226.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C. 1219.

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CHRYSLER. DE SOTO
Motor Cars.
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The China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, MAY 23, 1929.

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ILLUSTRATED.

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Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—

Butterfield & Swire.

Agents.

POST OFFICE NOTICE

LIST OF VESSELS EXPECTED TO BE IN WIRELESS
COMMUNICATION WITH HONG KONG TO-DAY.

Durban Maru, Kaga Maru, Tydeus, Tjikarang, Franken, Morea,
President Grant, Tai Poo Sek, Bintang.

PUBLIC HOLIDAY.

On Friday, the 24th inst. the G.P.O. and Branch Post Offices
will be open from 8 a.m. to 9 a.m.

There will be one collection from the pillar boxes and one delivery
of ordinary correspondence as on Sundays and one delivery
of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

The Public are again reminded that the postage on newspapers
published in Hong Kong and addressed to British Possessions,
China and Macao is 2 cents for 4 ozs. and not 2 cents per
newspaper. When the postage is not fully prepaid newspapers cannot
be forwarded and if they do not bear the senders' names and
addresses they are disposed of in the Dead Letter Office.

INWARD MAIIS.

From	Per
THURSDAY, MAY 23.	
Shanghai and Amoy	Luchow
Amoy	Talamba
Europe via Suez (Letters and papers, Lon- don, 25th April and parcels, 18th April)	Rajputana
Straits	Rossington Court

FRIDAY, MAY 24.

Japan, Shanghai and Europe via Siberia (London, 1st May)	Morea
U.S.A., Canada, Japan and Shanghai	President Grant
SATURDAY, MAY 25.	
Shanghai and Swatow	Szechuan
SUNDAY, MAY 26.	
Straits	Hakone Maru

OUTWARD MAIIS.

For	Per
THURSDAY, MAY 23.	
Formosa	Saruk Maru
Amoy & Japan	3.30 p.m.
Tourane	Yuen Sang
Saigon	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Clara Jebsen
Morea	5 p.m.
(Due Marseilles, 22nd June)	
Parcels	K.P.O.
Registration	May 23, 4.30 p.m.
Letters	May 25, 9 a.m.
G.P.O.	10 a.m.
Parcels	May 23, 5 p.m.
Registration	May 25, 9.45 a.m.
Letters	10.30 a.m.

FRIDAY, MAY 24.

Hoihow, Pakhoi and Haiphong	Linan
Shanghai, Japan and Europe via Siberia	8.30 a.m.
Sandakan	Rajputana
Swatow, Amoy and Foochow	Mausang
SATURDAY, MAY 25.	9 a.m.
Manila	Hsi Ching
Amoy	9 a.m.
SUNDAY, MAY 26.	Anhui
Hoihow	8.30 a.m.
Amoy and Formosa via Swatow	Canton Maru
Swatow and Bangkok	Kalgan

*Correspondence bearing vessel's name only.

BIRTHDAY "GIFT" FOR GOLFER

WINS CONTEST

HORTON SMITH RETAINS LEAD
TO THE FINISH

GEORGE DUNCAN RETIRES

Paris, Yesterday. At St. Cloud Aubrey Boomer in the third round did it in 61, with a record card reading: Out, 3, 5, 4, 4, 3, 3, 4, a total of 28. Apart from missing six-foot putts at the eleventh and twelfth, his golf was flawless. He putted at the other holes with uncanny accuracy.

The leaders at the end of the third round are:

Horton Smith	70, 202
Aubrey Boomer	61, 207
Sarazen	67, 213
Duncan	71, 216
A. Boyer (Nice)	73, 219
Farrel	74, 219
Henry Cotton	75, 219

Final Scores

The winner of the tournament was C. Horton Smith.

Fourth round and aggregate scores are as under:

C. Horton Smith	(U.S.A.)	66-66-70-71=273
Henry Cotton	(British)	73-71-75-74=293
Gene Sarazen	(U.S.A.)	75-71-67-72=285
W. H. Hagen	(U.S.A.)	73-72-70-70=293
J. Farrel	(U.S.A.)	74-71-290*
A. Boyer (Nice)	(U.S.A.)	73-73-292*
Aubrey Boomer	(British)	61-71-278*
Joe Turnesa	(U.S.A.)	72-294*

*Previous round scores not cabled.

George Duncan (Irish) retired after the third round owing to an attack of sciatica.

HAGEN HAD ENOUGH!

Won't Meet Archie Compston
Next Week

Walter Hagen, who competed in the St. Cloud tournament, stated that he will be unable to fulfil his engagement to meet Archie Compston at Moor Park on May 31 and Birmingham on June 1. He said, "I am very tired. I require a rest."

Hagen added, "I have had a strenuous time, and could not do justice to myself or the public by going on with the matches against Compston. I regret it very much, but what more can I do? I shall go to Germany, afterward to the south of France, before returning to America in about a week's time."

Robert Harlow, Hagen's manager, stated that he was quite willing to provide as substitute Joe Turnesa, the winner of the Thousand Guineas tournament last week—Reuter.

Writing in a Scottish paper a few weeks ago a golf contributor stated:

A friend of his told me at Glencairn a few years ago that at the big tournaments in America the principal question among the competitors is almost invariably, "What is Bill doing?" There will be a pleasant note added to their anxiety at Muirfield.

Bill, however, will have to do something very brilliant to get a share of the limelight in such a gathering. On the other hand it may be thrust, unwanted perhaps, on another of the Americans—Horton Smith. Seldom has there been such a chorus of praise regarding a rising star as that which has been handed to Smith, and that there is point in it, is indicated.

ed by his recent achievements, which include a match play win over Hagen.

When I met Bobby Cruickshank a few weeks ago, the name of Horton Smith was continually on his lips.

"A great boy," "You will like him immensely," "The man to watch" and various other tributes were paid friendly and generously. Now Macdonald Smith had arrived and has raised his voice in a similar strain in praise of his "fellow clansman."

Horton evidently is "the goods" in a land that has developed the art of producing them, and that is a sufficient recommendation in this country, but there is a lot of wisdom in the warning to beware "when all men shall speak well of you," and Smith may find it difficult to live up to the praise of his sponsors.

AMERICA'S LAWS

PROBLEM OF THEIR ENFORCEMENT

COMMISSION'S POWERS

Washington, Yesterday. President Hoover has invited the members of the newly-appointed Law Enforcement Commission, including ex-Attorney-General George Wickes, and Miss Ada Comstock, to assemble at a White House luncheon on May 28.

It is pointed out that the forthcoming inquiry will not be confined to the question of Prohibition, but will have a much broader scope. The Commission, which represents every section of the country, will hold extended hearings at Washington and other cities, in an effort to determine the basic causes of the spread of crime.

All the members are lawyers except Miss Comstock—Reuter's American Service.

Degrees

Temperature, 10 a.m., to- day	81
Temperature, 2.30 p.m., yesterday	88
Humidity, 10 a.m., to- day	89
Humidity, 2.30 p.m., yes- terday	69

VAN LEAR BLACK

TO FLY FROM CROYDON TO TOKYO AND BACK

LEAVING ON MAY 31

London, Yesterday. The American millionaire, Mr. Van Lear Black, leaves Croydon on a flight to Tokyo on May 31, via India and Bangkok, returning via Russia.

The aeroplane, which was used on Mr. Black's recent trip to the Cape, is now in the final stages of overhaul at Amsterdam, after an accident in the South of France, which concluded the Cape flight.

The following appointments in the Malayan Civil Service are notified in the "Strals Government Gazette":—Mr. J. D. Hall, to act as Secretary to High Commissioner for the Malay States, Mr. A. S. Hayes, to act as Secretary for Postal Affairs, S.S. and F.M.S., Mr. A. G. Boyd, Mr. L. S. Freer and Mr. A. D. York, to be collectors of Land Revenue, Malacca, Lieutenant-Commander J. C. Derrick, R.N.R., to be Observer, Time Balls and Deputy Registrar of Shipping, Singapore, and Mr. R. E. Hope-Palmer to act as an Assistant Superintendent of Police, S.S. Mr. J. I. Miller is promoted to be an Officer in Class III of the Malayan Civil Service.

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